VOL. LXIX
NO. 1

YACHTING

JANUARY
1941

Fleriage

The 30-footer "Target" bucking a sea whipped up by a stiff westerly blowing upstream against the current of the Ohio River

THE BOAT OWNER SPEAKS UP. *By Rufus G. Smith* 43

WALLOWING ACROSS THE GULF STREAM. *By John T. Rowland* 47

THE "CRUISING SIXES." *By Kaye Meyer* 51

WITH STOPOVER PRIVILEGES UNLIMITED. *By Millard F. Tompkins, Jr.* 53

DOES YOUR WIFE TAKE TO BOATING? *By William H. Taylor* 56

TANK NOTES ON STAR BOATS. *By Harry A. Hofmann* 61

STREAMLINED NAVIGATION. *By Thomas Gillmer*, Lieutenant (jg) USNR 65

I MARRIED A BOAT. *By Marion Erickson* 67

UNDER THE LEE OF THE LONGBOAT. *By "Spun Yarn"* 70

THE WHALE SHIP "JUNIOR" MUTINY. *By Chester Scott Howland* 71

"JACK" AND "JILL" 74

TUNING UP YOUR MARINE ENGINE. *By Conrad Miller* 77

WATERFRONT NEWS. *By "Beachcomber"* 87

PRESENTING THE MOTOR BOAT SHOW 91

YACHTING, published monthly at 10 Ferry Street, Concord, N. H., by Yachting Publishing Corporation; Editorial, Circulation and Advertising Offices, 205 East 42nd Street, New York, N. Y. Herbert L. Stone, *President and Treasurer;* Alfred F. Loomis, *Secretary;* Carl Kappes, Jr., *Advertising Manager.* Subscription price, $4.00 a year; single copies, 50 cents; foreign subscription, $5.00; Canadian subscription, $4.50. Changes of address must reach the Circulation Office four weeks before they are to be effective; old and new addresses must always be given. Entered as Second Class matter at the Post Office at Concord, N. H., under Act of March 3, 1879. Copyright, 1941, by Yachting Publishing Corporation.
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Yacht Club News and Gossip

▶ Star Class Plans Spring Series At New Orleans

In spite of the war in Europe and the resulting uncertainty in this country, the New Orleans Gulf Star Fleet plans to proceed as usual with its Star Class Spring Series. The event, well attended in the past, is scheduled to be held at New Orleans, March 29th through April 5th.

In 1939, the first time the series was held at New Orleans after getting it back from Bermuda, there were entries from all the waters bordering the United States. An even larger attendance is anticipated for 1941.

▶ A Long Sail Home From England

Sailing for sixty days from England to America, running the gauntlet of the German submarine patrol, buffeted by a rough passage and going with an empty larder for the last three days — that is the story of the yacht *Noroit*, her skipper Henry B. Clarke and the crew of six that manned her. Mr. Clarke, stranded in England last summer and unable to book passage for the United States before February, bought the 97-foot auxiliary ketch and decided to sail her home to America.

Leaving Dartmouth on September 26th, after the ship had been machine gunned by German planes before sailing, the 160-ton racing yacht began the perilous voyage which was not to end until two months later when the yachtsmen, hungry but safe at last, sailed her into Nassau.

▶ American Canoe Association Elects

In a recent meeting held by the American Canoe Association, Emmett Lundbeck, of Newark, N. J., was elected commodore for the coming year. James G. Sutton, of Trenton, N. J., was reëlected secretary-treasurer.

The 1941 national sailing committee will be headed by Walter Schalle, of New York, while Oscar S. Tyson, also of New York, will serve as the association's representative to the A.A.U. board of governors.

▶ Tragedy and Rescue At Sea

The discovery, on November 26th, of the wreckage of a small sailing yacht, the *Wing On*, on Visoqo Reef, off a remote part of Vanua-Levu Island, resulted in the rescue of the survivor of a modern marine tragedy. The bodies of a man and a woman were found aboard, another man having been buried at sea. The sole survivor, Mrs. Robert Thompson of Salt Lake City, was gravely ill at the time and it was believed that starvation had caused the deaths of the others.

Vanua Levu, one of the two large islands in the Fiji group, is located in the Southern Pacific, 1,738 miles northeast of Sydney, Australia, and 600 miles southeast of Samoa.

CALENDAR

Indoor

January 8 — North American Yacht Racing Union Annual Meeting, New York Y.C.
January 10–18 — New York Motor Boat Show, Grand Central Palace, New York.
January 11 — Eastern Intercollegiate Outboard Association Meeting, New York.
January 13 — Inboard Runabout Drivers Meeting, New York.
January 14 — Meetings of 91, 135, and 225 Hydroplane Contest Boards, New York.
January 15 — Meeting of Gold Cup Contest Board, New York.
January 16 — American Power Boat Association Meeting, Hotel Lexington, New York.
January 17 — National Outboard Racing Commission Meeting, New York.
January 17 — Comet Class Meeting, New York.
January 29–February 6 — Fifth Annual Biscayne Boat Show, Miami, Fla.
February 1–9 — Chicago National Boat & Sports Show.
March 3–8 — Philadelphia Motor Boat & Sportsmen's Show.
March 6–11 — Boat and Sports Show, Houston, Tex.

Outdoor

January 25–February 1 — Star Class Midwinter Series, Havana, Cuba.
February 8 — Sir Thomas Lipton Cup Race, Biscayne Bay Y.C., Miami, Fla.
February 8–9 — Motor Boat Regatta, Jacksonville, Florida.
February 11 — Miami-Nassau Ocean Race, Miami, Fla.
February 14 — Governor's Cup Race, Nassau, B.W.I.
February 15–16 — Motor Boat Regatta, New Smyrna Beach, Florida.
February 18–19 — Motor Boat Regatta, Cocoa-Rockledge, Florida.
February 19–23 — Sunburn Dinghy Regatta, Biscayne Bay Y.C., Miami, Fla.
February 21–22 — Motor Boat Regatta, West Palm Beach, Florida.
February 23 — Florida Sailing Association Regatta, Palm Beach, Florida.
March 1 — St. Petersburg-Havana Race.
March 1–2 — Motor Boat Regatta, Miami, Florida.
March 5 — Motor Boat Regatta, Fort Myers, Florida.
March 7 — Havana-Key West Race.
March 8–9 — Motor Boat Regatta, St. Petersburg, Florida.
March 14–16 — Florida Sailing Association Regatta, Clearwater, Florida.
March 14–16 — Winter Regatta, Clearwater Y.C., Clearwater Beach, Fla.
March 15–16 — Motor Boat Regatta, Lakeland, Florida.
March 22–23 — Florida Sailing Association Regatta, Tampa, Florida.
March 29–April 5 — Star Class Spring Series, Southern Y.C., New Orleans, La.
March 30 — Florida Sailing Association Regatta, Miami, Florida.
June 21–25 — Star Class Series for John Taylor Arms Trophy, Noroton Y.C., Noroton, Conn.
July 21–23 — Roosevelt Bowl, 30-Square-Metres, Beverly Y.C., Marion, Mass.
August 10–14 — Inter-Lake Yachting Association Regatta, Put-in-Bay, O.

▶ American Yachts Invited to Team Race Series at Bermuda

Once again, Bermuda yachtsmen have invited the International Class sailors of Long Island Sound to send a four-boat team to the Islands in the spring for a series of team races. There are nine Internationals at Bermuda, of which the four with the highest ranking will do battle with a like number of boats chosen to represent Long Island Sound.

It is gratifying to hear that a series which has been so finely and hotly contested in the past is scheduled for another engagement.

▶ Outboard Speed Marks of 1940

A backward glance at the 1940 season of the National Outboard Association reveals the fact that, if the breaking of records is a proper criterion of success, the past campaign reached a new high. At the end of the year, seventeen out of a possible eighteen speed marks have been broken in official outboard hydroplane competition and mile trial tests. The only record surviving was Gar Wood, Jr's., one-mile Class C amateur standard of 60.560 m.p.h., made in 1939.

The records, as they now stand, are:

ONE MILE SPEEDS

Class	*M.p.h.*	*Driver*
Midget	40.958	Don Whitfield
A I	48.161	Fred Mulkey
A II	49.482	Worth Boggeman
B I	57.234	Jack Henckels
B II	56.426	Worth Boggeman
C I	60.560	Gar Wood, Jr.
C II	60.151	Frank Vincent
F I	66.234	James Mullen, II
F II	64.293	Kenneth MacKenzie

SPEEDS IN COMPETITION

Midget	37.527	Don Whitfield
A I	45.317	Fred Mulkey
A II	45.895	Worth Boggeman
B I	52.448	Jack Henckels
B II	51.695	Frank Vincent
C I	54.447	Forrest Lundy
C II	55.419	Paul Wearly
F I	58.785	James Mullen, II
F II	58.594	Kenneth MacKenzie

▶ The Commodores' Association

Working on the logical assumption that ex-commodores, because of their long yachting experience, are well qualified to form an organization designed to further the sport of yachting, the International Commodores' Association has been founded. The organization was originated in Ohio, largely through the efforts of Wilbur J. Wright, past commodore of the Inter-Lake Y.A., and is gaining widespread acceptance throughout the country.

The purpose of the body is to promote adherence to the finer elements of yachting; encourage sportsmanship and seamanship; inspire respect for the traditions of the sea; protect the interests of yachtsmen and yacht clubs and enroll the leadership of the yachting fraternity into one international association. Membership is to be by invitation.

The present officers of the parent organization are: President, Com. Wilbur J. Wright; 1st vice president, Com. Al Wakefield; 2nd vice president, Com. Richard Bostwick; 3rd vice president, Com. Dr. Leonard Stack; 4th vice president, Com. J. H. Hilling; secretary-treasurer, Com. Arthur J. Hess. The office of the president is at 18151 Clifton Road, Lakewood, Ohio.

R v.69 Jan.-June 1941

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AROUND THE CABIN LAMP

A Little Matter of Etiquette

▶ Somebody had been ashore and caught a bat. They brought the critter aboard and dropped it into the box where the cook kept his loose tobacco. It was a large cigar box, and Pete would tilt the cover, reach in and fill his pipe with one hand, while he stirred gravy with the other. He did this, just as planned by the plotter, and the bat nipped his thumb and flew out into the foc's'le with a flutter.

"Hell and blazes!" yelled the cook, "what's that?" Quite agitated, he was, for a minute and then he got real sore and said unkind things, even uncomplimentary things, about the man who had played such a dirty trick on him.

▶ "A man almost never rises to the occasion in a time of stress and strain," observed the Old Man. "He may *act* quickly and properly but, if he talks at all, he goes to pieces, just like Pete here. Now a woman may not be able to act as efficiently, and then again maybe she can, but she can handle her tongue smoothly no matter what the circumstances.

"Like Bill Holmes' wife, Martha. A pretty little woman, with four times the education that Bill had and all the training that went with it. Always trying to teach new tricks of etiquette to Bill, because she thought the world of him and wanted to put some real polish on to his tanned and tattooed carcass. The yarn ties up with a real hurricane and a tidal wave, or storm wave, as they like to call it, but, contrary to all belief, those things have happened at intervals in northern waters over a long period of years, and one struck at the time I refer to.

▶ "Bill and his wife hadn't been married long. They had a little cottage on a high hummock, only about a stone's throw from the piles where Bill laid his cat boat. When he came in from hauling lobster pots and made his warp fast, he was practically at home, as you might say; and Martha was forever coaching him to put on a little dignity and style when he came ashore — observing the usages of society, as she explained it.

"Well, Bill ran to market, and it was some distance. Twenty miles or better, and things looked boogerish when he got under way for home. It breezed, and breezed hard, freshening so rapidly that, when he finally attempted to heave her to and put in a couple of tucks, she wouldn't handle at all. He had a big sail and had started his little kicker besides, being anxious to get home.

"It didn't look good at all when that boat refused to answer the helm. He let go the halliards altogether and tried to shake up his sail a little just to settle it, but it wouldn't settle! The sea kept rising and the wind kept on freshening till it was blowing more than a gale, and that little cat boat was staggering and running before it all, jumping half out of water one minute and rooting just about all under the next. If Bill hadn't ordered her built with a most ungodly big fish well, she would have gone under fifty times, but the first sea she took floated the covers off the well and left her cockpit half open. After that, the well took care of the sea and, for some reason, never solved by man, the engine kept right on running.

▶ "Being rugged and spry, Bill held some kind of a course and his muscles and bones held out against the strain although he had just about given up hope of ever landing ashore alive. And then there whistled down a most ungodly puff of wind that ripped his sail out of the bolt ropes as clean as if it had been cut and the sail went off to loo'ard like a darned great kite, snapping and cracking as the wind whipped it to pieces. And the engine, the darned little old engine, purred and putted right on, giving him just a little something to steer by.

"The harbor entrance was just one mass of breakers, with seas running twelve feet high and no jetties in sight. The shore, usually entirely protected, was like an open beach with surf running the full length of the landing. Bill held her as steady as was possible in the smother — and probably prayed a little mite as a man is apt to do under such circumstances. Every time his boat ran up on a sea, he expected her to pitchpole; why she didn't, the Lord only knows. Anchoring or making fast to anything was impossible and he headed as best he could for the softest piece of beach there was and let her go.

"This was close in under the hummock where his house stood and he was watching the house as he ran in, knowing that his wife was probably inside one of the windows, looking out at him. Closer and closer he came, lifting, running until it made him sick and dizzy, and then settling behind a sea that sucked him down until it seemed as if the next one must bury him to the masthead — only it just didn't.

▶ "Then came one ungodly great breaker, lifting, lifting, lifting astern of him. When it got almost over his head, the top began to curl and crinkle as it started to break. It shut the wind right off from him and, as he looked up through the green and white mass, filled with rubbish and driftwood, it looked like the end of everything.

"His boat started to rise stern first on the sea before it broke, and when it did crash down on him he was heading for the beach like a skyrocket! Right up the beach, right up the hummock, that boat ran, buried in foam and swirling water, but boiling along. The sea hit the hummock, it hit the house, and the house went over backwards as if it had been struck by a hammer. The bow of the boat went right through what had been the floor, staving it in as if it had been made of cardboard — and wet cardboard at that! The hole it made was large enough to have let the boat right through into the bedroom but the keel struck the ground outside and held her. Then the sea ran back.

▶ "More dead than alive, Bill crawled forward and poked his head and shoulders through the hole, looking into what had been his bedroom. Everything was hove galley west, and there was his wife, hung up by the leech of her petticoats to some stanchion or other on the capsized bedstead. She was half lying on her back with her legs up in the air and as she fought to clear herself, she didn't present any picture of dignity.

"'Are you all right, Martha?' gasped Bill, as he struggled to get through the hole.

"'I'm afraid I need some help, Bill,' says Martha, 'but, really, I think you ought to knock before you come into the bedroom, even if we are married.'

"Sticking to principle to the last, by Judas, even in a time like that. Something I claim that no man on earth would ever think of. Just like a woman."

▶ "And I'll bet, by Godfrey, that even she would have forgotten principles if some damned bilge-brained offspring of a dogfish had turned a bat loose on her," swore the irate cook.

JOSEPH CHASE ALLEN

Our British Contemporaries

▶ November *Yachting World*, reminiscing anent a Heligoland race, has this to say about carrying spinnakers in a hard blow:

". . . The bigger ships that had small spinnakers set them with reefed mainsails; some of those who had no small spinnakers set big ones until something carried away. As a marine motoring friend has said: 'Five hundred hp. on the end of a sixty-foot pole is no joke. . . .'"

▶ And in *The Motor Boat* of London appears the following:

"The other day I overheard the opening remark of a yarn by a collier's captain. What I heard, and it was all I did hear, was this sentence:

"'Yes, I landed in Gallipoli with the White Ensign, a tin of sardines and a bottle of Scotch. . . .'"

We'd all like to hear the rest of that yarn.

Orphans of the storm—and what to do about them

LANDLUBBERS don't understand it, but a yachtsman gets fun out of his boat even when the poor little orphan of the storm is sitting there in the storage yard, lonely and cold!

If your boat is one of those "orphans," you've surely been spending many a long winter evening figuring ways to make her a *better* boat next season.

So while the fire crackles and your heart's on the briny, we'd like to suggest you spend some time considering the care and feeding of marine motors. For a starter, dig into a book such as "Small Boat Engines," by Conrad Miller. Find out just how many marine motor ills can be avoided by using the proper fuels and lubricants.

If you investigate the subject of marine fuels, you'll make the interesting discovery that *Gulf Marine White* isn't a "landlubber gasoline," but a fuel designed *exclusively* for marine motors. For that reason, it won't form gooey, fouling gum, or corrode parts, even when stored in copper tanks for long periods of time.

And you'll be interested to discover what *Gulfpride Marine Oil* has done for other skippers—with both gasoline and Diesel engines. For instance, do you know how many new racing records were set with the help of Gulf Marine Products in 1940? Twenty-eight of 'em!

So give some thought to Gulf Marine Products. It won't be long before the ice is out of the harbor and it's time to take up the paint brush and sand paper again. And we *know Gulf Marine Products* can help make the 1941 season your most enjoyable yet!

GULF MARINE PRODUCTS

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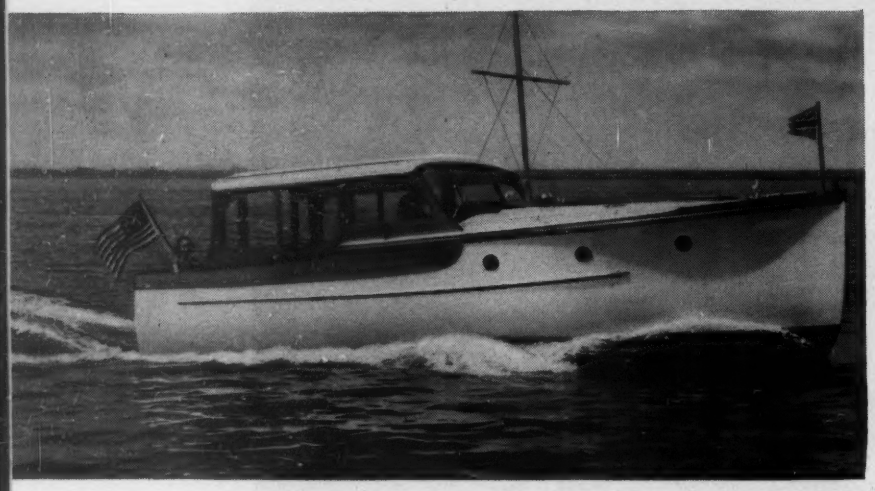
GULF MARINE WHITE GASOLINE

THERE'S A 1941 ELCO FOR

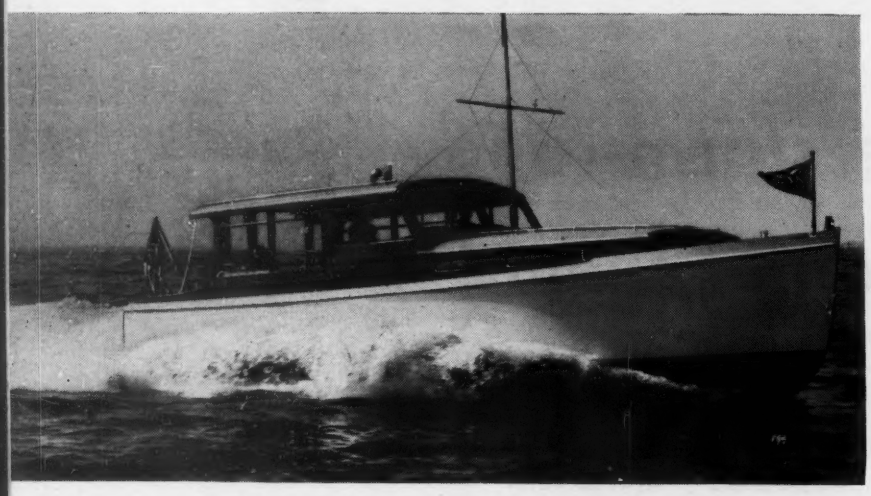


CUSTOM MARINETTE 30. Simplified in design, but just as seaworthy as Elco's bigger Cruisettes, the Marinette 30 is ideal for the yachtsman wishing low initial cost and operating economy without sacrificing comfort or sound construction. Custom Model sleeps 6 in two cabins. Standard Model with open cockpit, sleeps 4.

The finest new fleet you've ever boarded celebrates Elco's 49th Anniversary! For you who wish the best in performance . . . comfort . . . safety . . . there's a smart, modern Elco to fit your wants and please your purse among the eleven superb models and six separate lengths in this exciting 1941 Elco Fleet.

Just try to resist the sensational new Elcoette 32 with its streamlined "Navy" lines . . . or to keep from falling in love with Elco's beautiful, luxurious flagship, the Motor Yacht 57! Whichever one becomes *your* boat, you can be sure that like all Elcos it is craftsmanship built, planned to be the best of its kind down to the last small detail.

Port Elco, permanent home of the Elco Fleet, forms a part of the main floor exhibit at the New York Motor Boat Show. You'll find the whole fleet anchored there in gala dress, awaiting your visit as Elco's guest. Don't miss them!

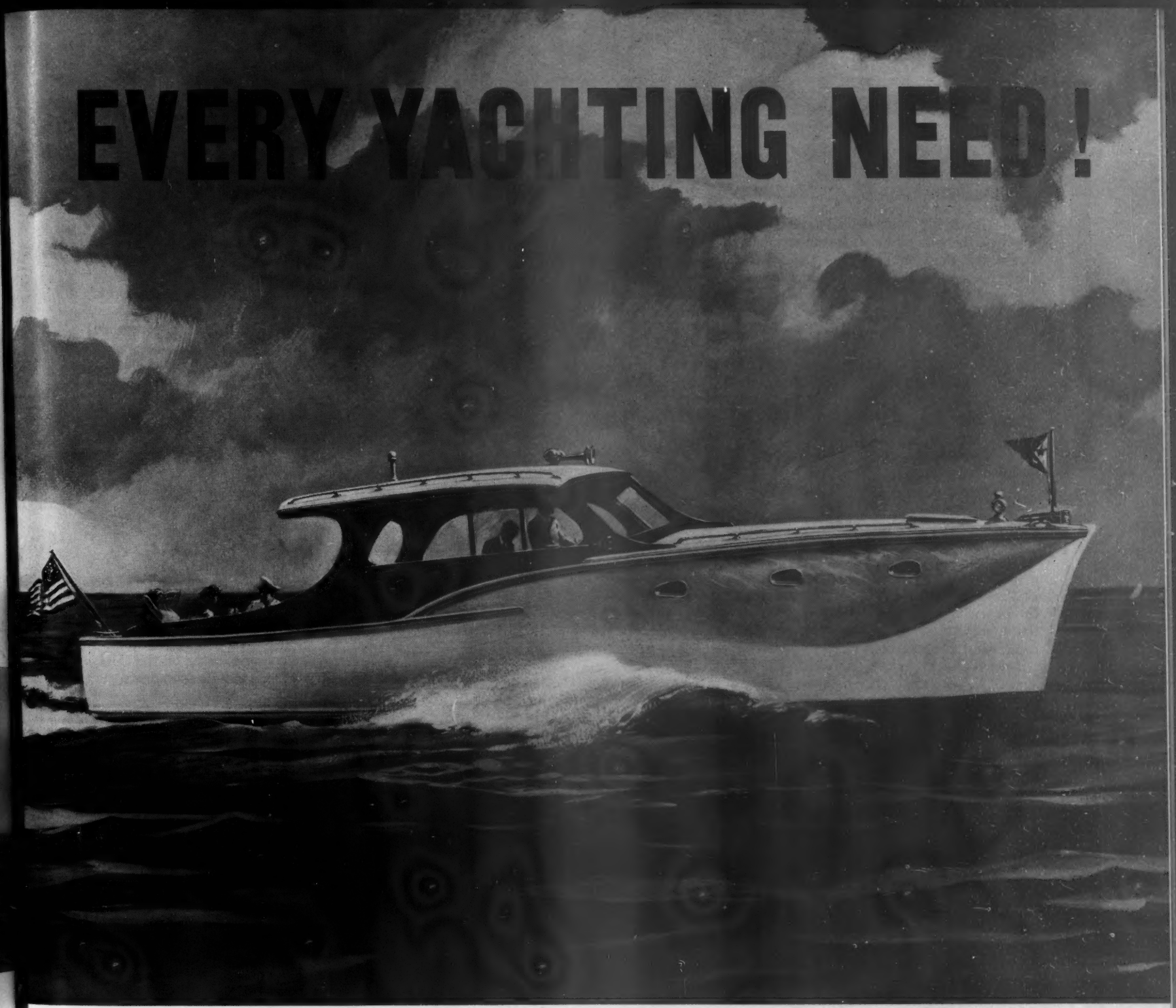


CUSTOM CRUISETTE 34. Graceful design . . . rugged construction . . . superior comfort! You'll spot all three in this moderately priced cruiser that's equally moderate in upkeep. Sleeping accommodations for 6 to 8 persons and plenty of living room make it an ideal "Home Afloat" for a yachting family. Single or twin screw.

CUSTOM CRUISETTE 44. Elco presents the world's finest standardized cruiser! A big cockpit, spacious deck house, roomy owner's cabin and crew's quarters accommodate an owner's party of 5 to 7 and 1 crew. Perfectly appointed and a real "sea" boat. Speeds up to 25 m.p.h. Also available in a Double Cabin Model.

CUSTOM CRUISETTE 39. A really big cruiser . . . conservatively streamlined and truly comfortable, with a beautifully finished interior. Sleeps 5 to 7 with the added feature of a third cabin forward for extra guest or captain. Speeds up to 25 m.p.h. Easily owner-operated. Also available in a Double Cabin Model.

MOTOR YACHT 57. Flagship of the Elco Fleet! A superb yacht as seaworthy as it is luxurious. Owner's double stateroom with bath, double guest cabin, guest divan berth and luxurious deck saloon accommodate a party of 7. Quarters for 2 crew. Speeds up to 23 m.p.h. Available with a choice of two interior arrangements.



CUSTOM ELCOETTE 32. Elco presents the Hit of the Show! A brand-new, low-priced small cruiser, economical to operate, quality-built throughout. Sleeps from 4 to 6 people with fully equipped galley and lavatory. Note her "Torpedo" bow — with fine flare, graceful reverse sheer line and new type Tear Drop ports. A big 15′ cockpit helps make this an ideal fisherman with Elco's Angler equipment. An equally smart Sport Model with open bridge is also available. Single or twin screw. Speeds up to 25 m.p.h.

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IN THE WIND

▶ Somebody idly suggested to me the other day that there might be some connection between the President's putting the frigates *Constitution* and *Constellation* back on the Navy's "active list" and the trade of fifty "over age" destroyers to the British. . . .

▶ I encountered a lobster recently and, much to my surprise, discovered it wasn't a Maine lobster nor even a Rhode Island lobster but a Canadian immigrant! The crustacean hadn't registered under the Alien Registration Act, either, so I had him (or her) boiled alive and she (or he) was damned good with mayonnaise. . . .

Whatever else the reciprocal trade treaties are doing they aren't taking away your appetite. . . .

▶ Might makes Reich, but so far the Germans aren't being received socially in the British Isles. . . . However, I'm told that the benevolent Fatherland has made provision in mid-Channel and thereabouts for the perching atop buoys of downed airmen and sailors whose ships have been shot from under 'em. . . . The buoys offer one-room apartments accommodating four. . . . The unit has a kitchenette, well-stocked larder, even games and tobacco for the comfort of the castaways. . . . But mostly they seem to be interested in the supply of smoke bombs and flags provided as distress signals. . . .

After all, buoys will be buoys. . . .

▶ Henry B. Clarke couldn't obtain reservations on a liner coming back from England so he bought an auxiliary ketch from Lord Beatty and, sailing from Falmouth, arrived in Nassau some sixty days later, having been "shelled and machine-gunned" en route and without food, save for "a few pieces of bacon" provided by an oil tanker, the last week of the horrendous passage. . . .

You could imagine anything, I suggest, on a voyage like that. . . .

▶ Major Edward Bowes presented his sleek *Edmar* to the Navy with words so few and simple that one radio fan suggested he present his Amateur Hour to the audience with equal restraint. . . .

▶ It is distressing to think of Corfu (Base 25 for the American subchasers in the last war) being so cruelly awakened from its sleeping beauty by the horror of aerial bombardment. . . . I have to admit the town used to smell something fierce — but it had charm, like a ripe and odoriferous cheese. . . .

▶ The latest craze at Sea Island, Georgia, I'm told, is for a sport called "sand sailing" wherein the votaries go bounding over the beaches in a contraption consisting of a framework on wheels rigged with a sail. . . . When the "spray" flies, it must be like eating unlaundered spinach. . . . The cry of the beach navigators as they spin hither and yon is, "How am I *dune?*" . . .

It takes a lot of grit to make a sand sailor, undoubtedly. . . . And most of it is in his (or her) gear. . . .

The cultural effect of the American scene on aliens resident in this country was manifest when a seaplane was forced down in distress near a tiny Aegean isle. . . . The populace turned out *en masse* to give a warm reception to what they believed to be a bunch of visiting Eye-talians — but one among them, who had spent a few years in New York, realized their error on recognizing the Limey uniform and welcomed the fliers with, "Hell! Youse guys is British! Come on ashore and 'ave a spot. . . ."

▶ One of the society columns recently referred to "Nassau, Bermuda. . . ." How about "New Providence, Rhode Island" for a change?

OPTIMISTIC FORECAST

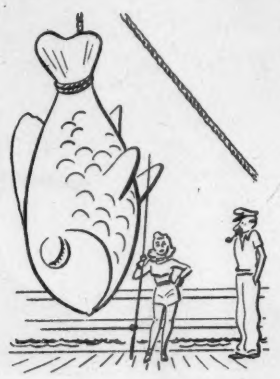
When the row breaks
The Axis will fall
And down will come Fuehrer,
Duce and all.
— *Cap'n Bilgewasser*

▶ The America's Cup, which to date has withstood all lifting operations, remains enshrined in its early Victorian glory at the New York Yacht Club and symbolizes America's supremacy in international yacht racing. . . . But it isn't America's Cup in the sense of a national possession at all. . . . It is the trophy won by the schooner *America* sailing against the best the Royal Yacht Squadron had to offer in the way of competition in the Victorian era. . . . And while everyone remembers the Cup, few remember the little challenger that brought it home. . . .

Some years ago, after her retirement from racing, *America* found a haven at Annapolis and for a moment there was a sentimental flurry of interest in her. . . . That soon flickered out and the schooner lay, a neglected hulk, decaying, again forgotten. . . . Recently, however, the naval authorities, in whose care the schooner has been, held an exhaustive survey which revealed that she was in need of a comprehensive face-lifting. Accordingly, the *America* is to be completely overhauled and refitted at the Annapolis Yacht Yard. . . .

This department is stoutly in favor of old age pensions for deserving yachts. . . .

▶ The prevalence of photographs in the public prints representing small and dainty women with large and awkward fish indicates that gentle femininity is matching man's strength and skill in a field that used to be, like sailing, exclusively the prerogative of the male animal. . . . You hear these gals running on about their fish the way they used to chatter about their coifs and mink coats. . . . The only game women used to be interested in was Mere Man. . . . And how Florida has changed, too, in a couple of decades! . . . The game the sporting crowd was concerned with in the reasonably good old days wasn't on the edge of the Gulf Stream, but at Bradley's. . . .



▶ A correspondent who insists on the cloak of anonymity tells me that last summer some friends of his cruising along the Maine coast were having breakfast in a quiet harbor one morning when they sighted a lobsterman returning from hauling his pots. . . . Thinking they'd like some fresh lobster, they hailed him to come alongside and when he had done so they invited him aboard. . . .

Looking down the companionway the bluff, ruddy, typical State o' Maine fisherman remarked the crowd at breakfast and inquired, "What's that you're eatin'?"

Someone said, "Corn Flakes."

The lobsterman indicated his disgust with a shrug. "They're no good. . . . They digests up too quick. . . . Take me, f'r instance. I got up this mornin' at half past three and I et a blueberry pie for breakfast. . . . When you eat blueberry pie you can feel it settin' and settin' and nourishin' and nourishin' you all day. . . ."

Ah, how different from the dry martini!

NURSERY RHYME

There's a zone that is frigid,
A zone that is torrid,
A zone that is temperate
And a war zone that's horrid.
— *Snooker*

▶ With a big catch of butterfish and porgies aboard, Cap'n Jack Hall of the smack *Theresa and Dan*, out of Gloucester, was bound for Fulton Street Fish Market, New York, when the Fates elected that he call at Governors Island en route — most informally. . . . According to the press, the 90-foot schooner went aground in fog "not more than two feet from the wall which holds up the southwesterly tip of the military reservation. . . ."

"Cap'n Hall," the narrative continues, "and his man stepped ashore to take soundings. . . ."

Well, I've heard of *sounding off* at a military post — but it's done with a bugle, not a lead. . . .

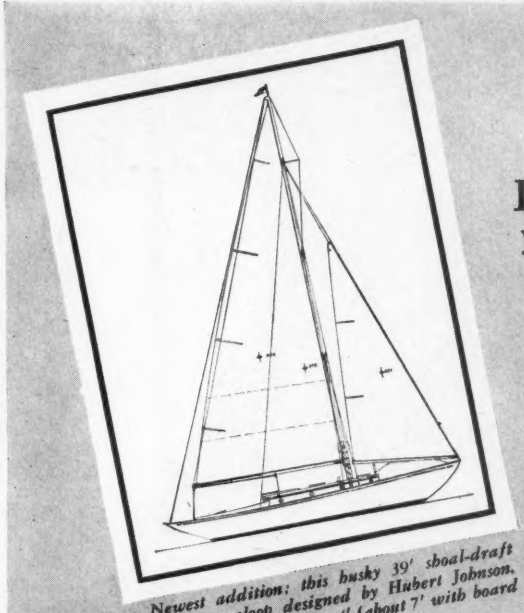
TELLTALE

BOATS ★ FIT ★ FOR ★ A ★ KING

by

HUBERT S. JOHNSON

"America's Swankiest Motor Boat!"



Newest addition; this husky 39′ sboal-draft auxiliary sloop designed by Hubert Johnson, 39′ x 27′ 6″ x 10′ 6″ x 4′ (about 7′ with board down)

The Very Latest Thing

IF YOU are one of those yachtsmen who enjoys racing as well as the ability to nose into little-known waterways forbidden to boats of greater draft —

If you are in the market for "the latest thing" in a sea-going cruising boat of about 27½ feet (on the water), —

If highest specifications (which include oak keel and frames, mahogany planking, house and trim, teak decks, hollow mast, large galley and 6′ 1″ headroom) are what you are after —

We urge you to investigate this 39-footer for 1941. Your letter will bring full information and prices.

FAMOUS HUBERT S. JOHNSON SKIFFS

KNOWN as "America's Most Outstanding Motor Boats — In Design, Construction and Performance," Hubert S. Johnson boats are noted for their fine lines, high quality, expert craftsmanship and faultless performance.

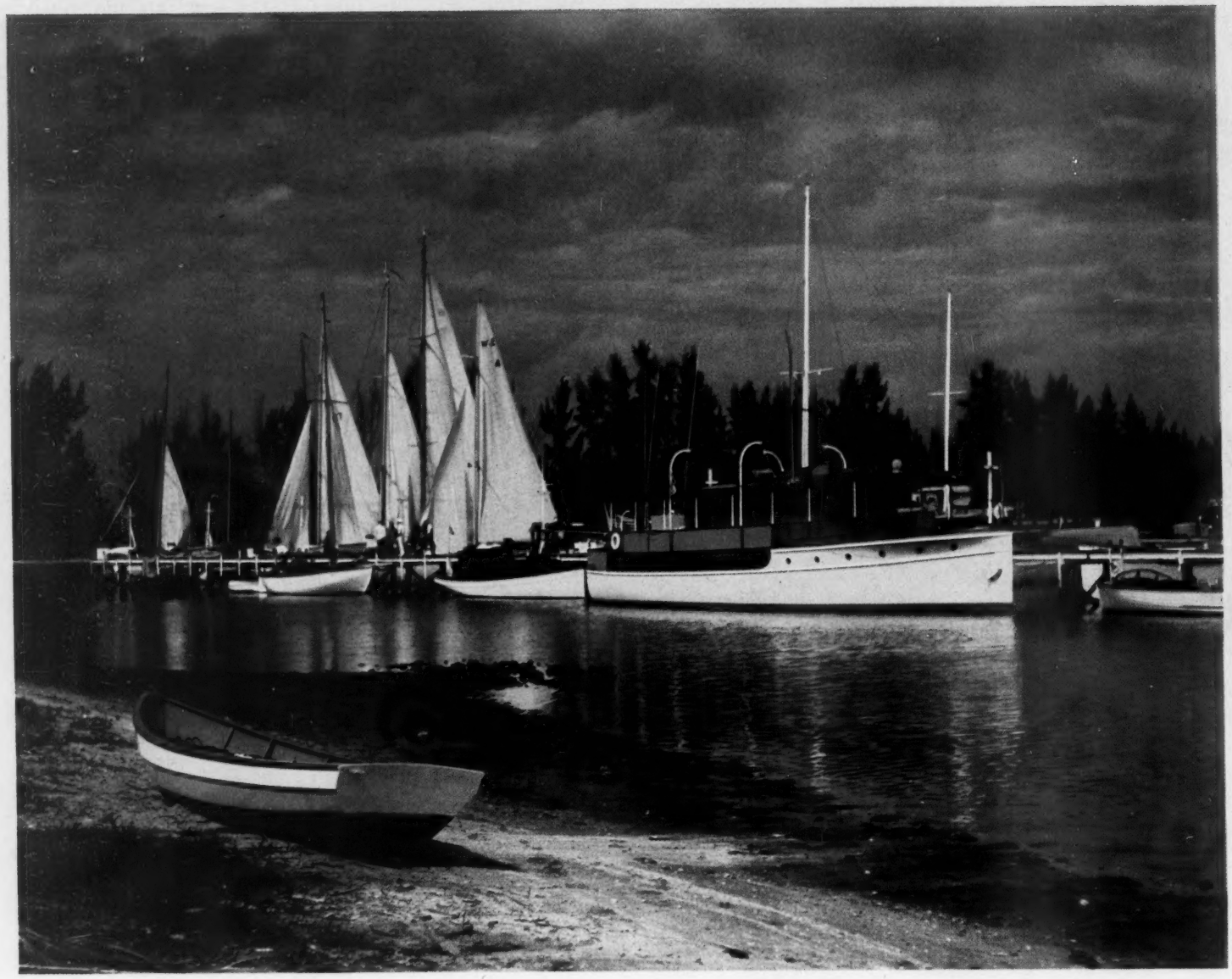
New 1941 models are available in lengths from 16 feet up. If genuine satisfaction in your next boat is your paramount consideration, you will find it in a Hubert S. Johnson boat and at a price that is reasonable. Our line includes a fast 16-foot sea skiff, the swanky 32-foot super sport skiff illustrated above (on exhibit at the N. Y. Motor Boat Show), 20- and 24-foot sport fishermen, 32-foot fast fishing cruisers, 36-footers for cruising, etc.

Write for illustrated catalog showing the outstanding Johnson line of fine boats

HUBERT S. JOHNSON BOAT & ENGINE WORKS

BAY HEAD, NEW JERSEY

AUXILIARIES ★ POWER BOATS



Sunshine and calm at Fort Lauderdale, Florida. A day for drying sails, for reflection, for taking it easy and — one hopes — for commiseration over the sad lot of the slaves who are shackled to the ice-bound North

From a Kodachrome by George G. Milne

YACHTING

Volume LXIX JANUARY + 1941 Number 1

Rosenfeld

Overnight and week-end cruises outrank all other usages to which cruisers are put

THE BOAT OWNER SPEAKS UP

What Features of Design are Valued Most by Owners of Power Cruisers and to What Use are the Boats Put?

By RUFUS G. SMITH

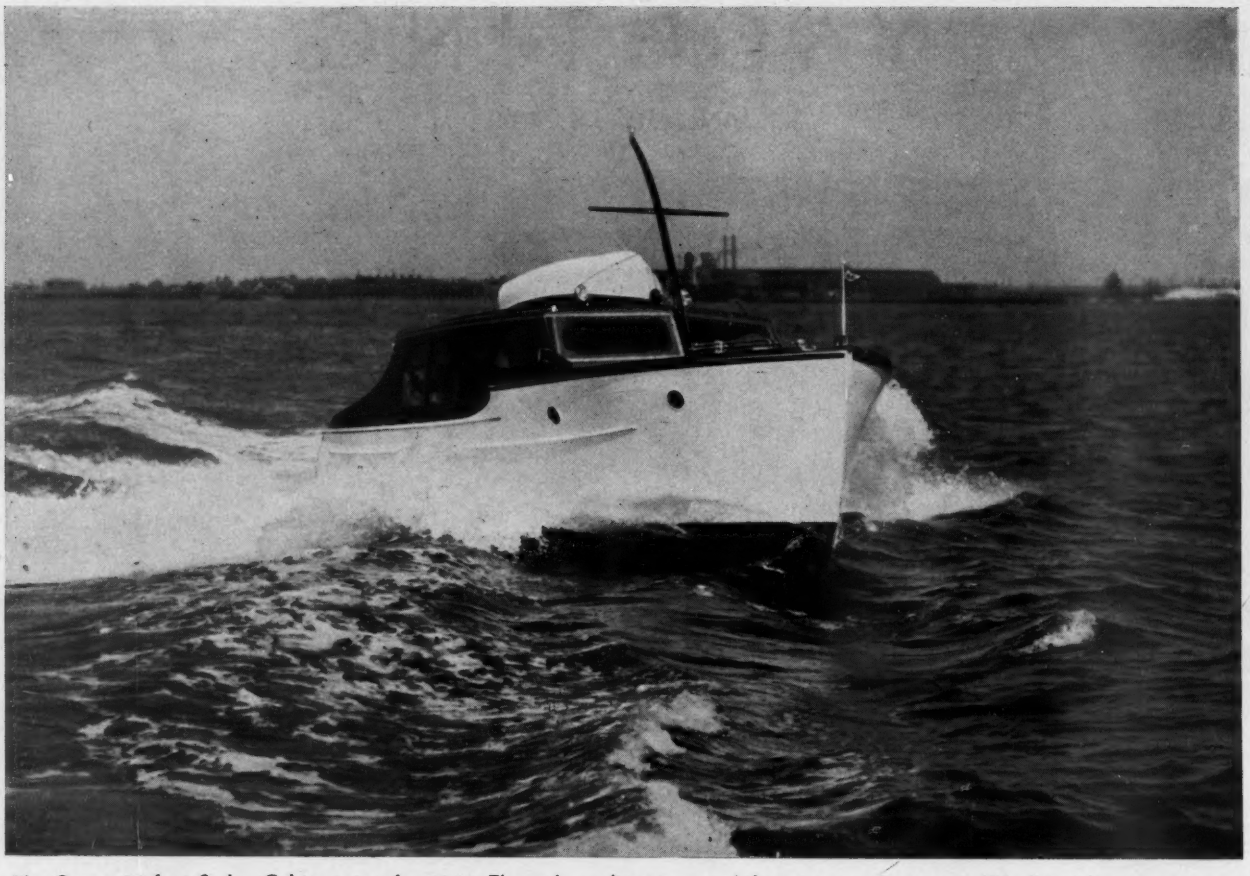
IN past issues of YACHTING at Show time, there has usually been an article comparing the advantages of the various types of hulls found in power boat design, commenting on the differing layouts offered in stock cruisers and pointing out what to look for in the way of construction, power plant, convenience and accessories necessary for proper operation and comfort. These articles were written for the benefit of the novice or the man buying his first power cruiser. While they always represented one man's opinion, the writer was always one of wide experience and with a knowledge of yacht design and construction to back his judgment.

This year, however, we have a new approach to the subject. We are going to let the users of such boats speak for themselves, and get their evaluation of certain features derived from their own experience with their own boats. For instance, do speed or seaworthiness weigh most in the average owner's opinion? Cost of operation and upkeep, or first cost? Luxurious appointments, or practical accessories? Available deck space above, or room below deck?

All these are practical questions which each man must answer for himself but the answers to which, in the aggregate, determine the type of boat most in demand and, hence, will govern the boat of tomorrow or the near future. They are vital questions to the users of boats and the answers to them should carry weight.

To get this information direct from the users of power cruisers was no easy matter. To do this, we queried the owners (some 600 of them) of boats built in recent years by the six leading builders of stock cruisers in the United States. All of them were the owners of modern boats, all of them power cruisers. What these men say, both as a group or individually, sheds much light on the use to which the boats are put, on the pleasure and benefit their owners get from this form of recreation, and provides valuable information which will be of help to those purchasing their first power cruiser, and of interest to the more experienced.

One of the first considerations for anyone interested in a power cruiser is the rather obvious one of how she is to be



The Owens 31-foot Sedan Cabin cruiser for 1941. The sedan cabin was voted the most popular type in "Yachting's" recent survey

used, *i.e.*, whether primarily for long cruises, for short one-day fishing trips, or as a sailboat tender. So, to get a line on what kind of yachtsmen the owners queried were, one of the questions asked, naturally, how they made use of their present boats.

It was no particular surprise to learn from the answers to our question that the greater number of cruiser owners used their boats chiefly for overnight or week-end cruises, with a longer jaunt worked in somewhere during the summer. But some of the other uses were interesting. Owners were asked to rate the uses to which they put their boats in the order of their importance to them. Tabulating these answers on the point system, with seven points for first place, six for second, and so on, the result showed the following preferences in the use of cruisers.

Overnight and week-end cruises	922 Points
Day and evening runs	767 "
Vacation cruises, one week or longer	731 "
Fishing	597 "
As a home afloat	296 "
To develop business contacts	163 "
Tender for sailboat	69 "

Among other uses enumerated were: Cocktail parties, entertaining, errand running, commuting, duck hunting, and ferry service to an island home. Quite a varied list, we'll say.

An interesting comment on this question was one from a Buffalo yachtsman who wrote: "At the present time, there is too much emphasis placed on the overnight features of cruiser equipment. Most cruiser men — and I know dozens — confine their trips to day and evening cruises with their families and friends, with the result that the four and six berths are seldom used for sleeping. More attention should be paid to daytime comfort."

One need only look at the large numbers of vacant moorings in any Western Long Island Sound or New England anchorage on a Saturday night to see that the foregoing statement is not universally true. To this divergence of opinion the answer is obvious: While there are dozens of nearby harbors in certain localities which make ideal week-end rendezvous, near Buffalo and many other Great Lakes and coastal ports attractive and suitable anchorages within the range of an easy day's run are lacking. However, the fact that "overnight and week-end cruises" outscored "day and evening runs" by only 922 to 767 indicates that, with the emphasis on sleeping accommodations in the modern cruiser, a great many owners are getting something they seldom use.

So, having obtained an idea of the relative importance of various uses of the boats, the next thing of interest was to obtain, in a general way, the owner's rating of the value of various features. Again, the answers are interesting and show an appreciation of the importance of certain features in the following appraisal:

Safe, seaworthy design	1065 Points
Builder's reputation	779 "
Roominess	737 "
Operating economy	632 "
First cost	554 "
Smart appearance	529 "
Speed	359 "

The most significant fact disclosed by the answers to this question is the poor showing made by speed. Speed finished a bad last which indicates that, in spite of the fact that the builders usually have a lot to say about speed in talking about their boats, the chances are that the new owner will find a good many other things more important. On the other hand, there seems to be considerable difference of opinion as to just what is high speed for a cruiser. I call anything that makes over 15 miles per hour pretty fast. Yet one yachtsman, along with a plea for smart appearance, seaworthiness, roominess and handiness, says: "The ideal cruiser should be designed and powered to deliver 22 m.p.h. if necessary without excessive fuel consumption." Unfortunately, high speed and low operating cost haven't gotten together yet.

JANUARY, 1941

To get something concrete on the preferences in cabin types and layouts, the "average" boat owner expresses his first choice for the sedan cabin with an open cockpit. Second choice, and not far behind, was the trunk cabin with covered cockpit. On points, the sedan cabin rated 610 to 539 for the latter type. The raised deck type with covered cockpit was third choice, followed by trunk cabin open cockpit and then raised deck with open cockpit.

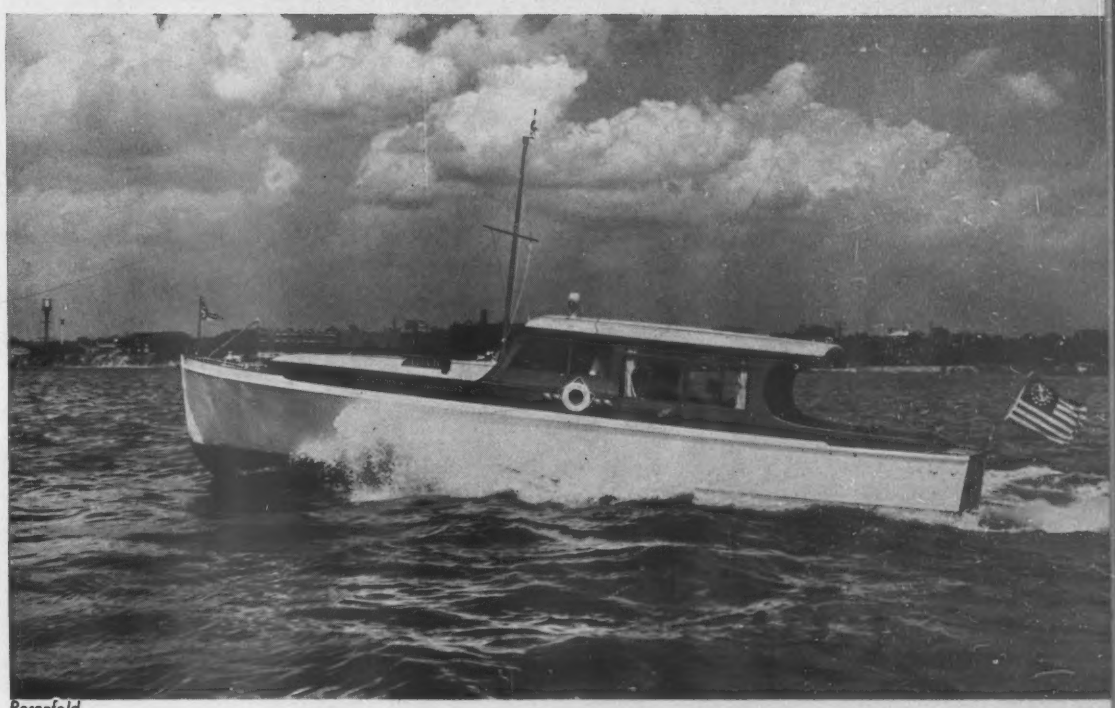
The sedan cabin arrangement, in coming out well ahead, justifies the great emphasis being placed on this type by all six of the prominent builders whose owners were questioned. Other open cockpit types finished at the bottom of the list although they scored higher than I would have thought possible. Double cabin and flying bridge cruisers polled a significant total of votes although we failed to list them as preferences.

There were many interesting and significant comments on the various types. Among them the following are worthy of consideration by yachtsmen and builders alike.

A Chesapeake Bay yachtsman, who bought a sedan cabin cruiser this year as a tender for his racing sailboat, wrote: "I did not think that I would like a semi-closed boat, having been used to an open sailboat cockpit; but I found that it provided excellent protection for my guests against the summer sun down here and made the boat 100 per cent more livable in bad weather."

Another owner suggested: "My preference for the sedan cabin type is based almost entirely on the fact that I have a family which I take with me. I believe it to be a safer, more comfortable type for that purpose."

(*Continued on page 175*)

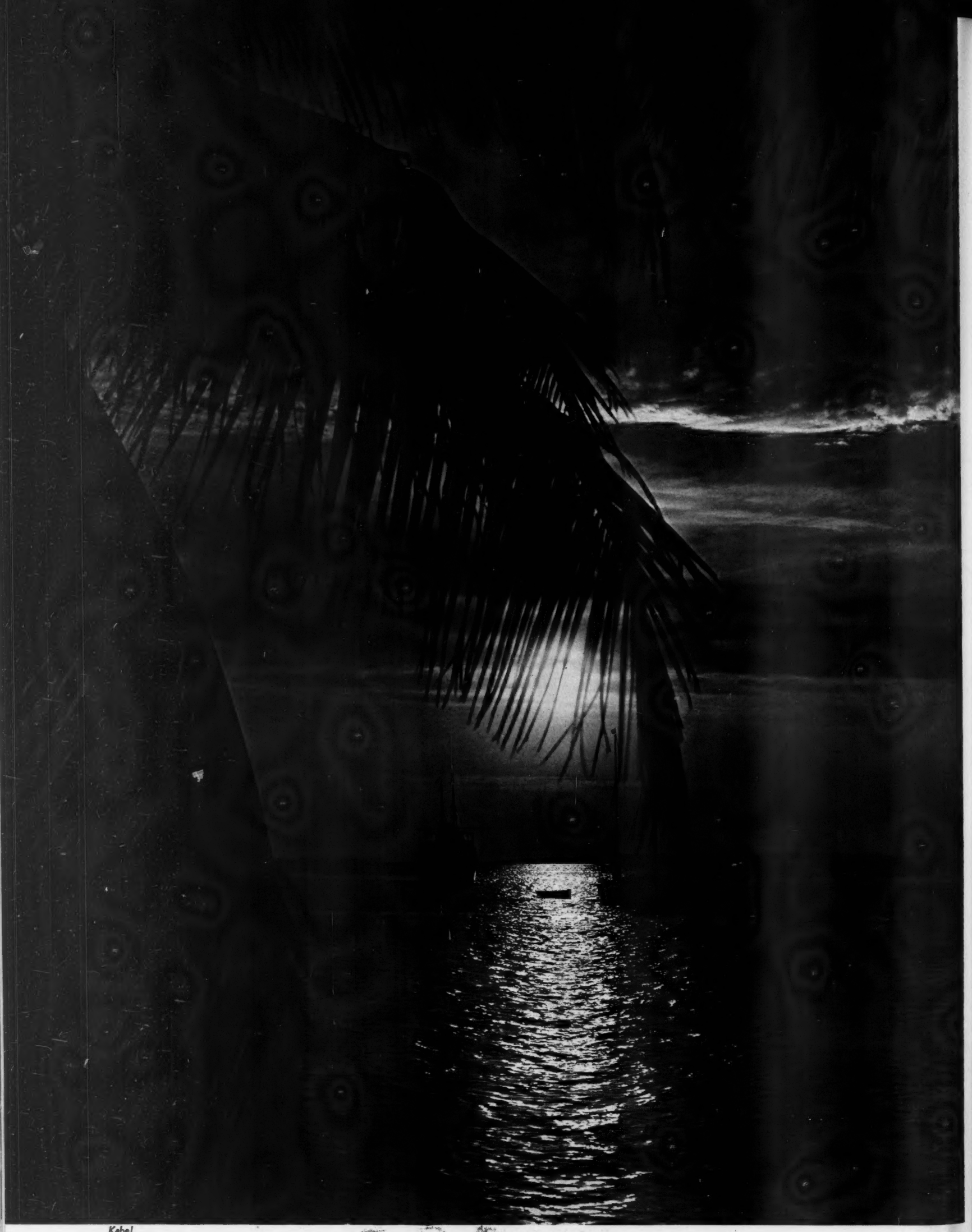


Rosenfeld

Top, the 1941 Richardson 33-footer, a round-bottom design with large cabin and enclosed deckhouse. The standard power is a Gray 6-91 but twin engines may be installed. Center, the Elco 44-footer powered with twin Chrysler Royals. The large cockpit makes this a popular type of cruiser for offshore fishing

Rosenfeld

Left, a 26-foot Chris-Craft enclosed cruiser, a type particularly popular for day use. Galley, toilet and berths for four, however, permit her use for short overnight and week-end trips. Above, sound-absorbing material over the engines of a modern cruiser is a valuable feature



Kabel

A peaceful anchorage in Florida, with the early morning breeze rustling the palmettos

Finding the "Onion Patch" Under Difficulties in a Gale of Wind

WALLOWING ACROSS THE GULF STREAM

By

JOHN T. ROWLAND

THIS is the story of a passage I made some years ago in a 50-foot power boat. Much of it could not be told before, because it is (or ought to be) against the ethics of the sport to rush into print with criticisms of one's shipmates. Even when those criticisms are untouched by rancor, it is an ungracious thing to do. And so, many a good lesson is lost. But when a sufficient time has elapsed so that all personalities are forgotten, one can approach the matter objectively and then the story may be told. Even so, I prefer not to name names; those which I use are fictitious, including that of the boat.

The *Maribel* was a raised deck cruiser, 52 feet long over all, with plumb stem and chopped off stern. The raised deck broke about amidships and a cabin trunk extended aft to within some eight feet of the stern. The after deck was flush — no cockpit — and upon it had been installed two 100-gallon tanks for gas, to supplement the regular storage of about 150. Contrary to present practice, the motor was installed away up in the eyes of her — in what would be the crew's quarters of a modern yacht. Access to the cabin was through a single hatch located on the starboard side at the break in the deck, and the companion led down obliquely into the living quarters. These were surprisingly spacious — with no engine in the way — and they needed to be, since we had a complement of eight. The idea was that we should have three watches of two men each, the skipper and engineer not standing watch.

I had no previous acquaintance with any of my shipmates but had been invited to go purely on the basis of experience in offshore cruising. On joining the ship, I was assigned duties as mate and assistant navigator. I found her in the final stages of fitting out, gassed up and with stores and guests coming aboard. Going offshore in a straight power boat was something I had never tackled and I looked her over with a curiosity not wholly lacking in misgiving.

She struck me as a pretty good example of what any sailor would consider a distinctly unwholesome type — flat-floored and shoal, with excessive freeboard forward and flaring bows — right enough for inland waters where the worst to be encountered was a bay chop, but scarcely the sort of craft to take across the Gulf Stream, even in midsummer. Still, she would be easy to drive and she could be battened down tight so that she ought to get to Bermuda, provided the engine kept running. As some wag has said, any boat will stay afloat if you can keep the ocean out of her.

The engine was a medium duty job with sufficient power to give her a good eight knots and it had been carefully overhauled, so I was told. *Maribel* was not designed to carry sail but the skipper had been foresighted enough to set up a stout signal mast, stepped in a bracket on the deck and strongly stayed, on which a small lug sail of heavy duck could be set. This was destined to play an important part in our voyage.

Our skipper, a peppery little man with more force than knowledge, was not *Maribel's* owner. The latter remained ashore, thereby displaying his good judgment. However, it must be said that dispositions for the passage had been well and thoroughly made. We had an ample supply of gas, water and grub, the compass had been checked and a new card worked out, and, most important of all, as it turned out, not merely life lines but a netting through which it would be impossible to go overboard, had been rigged clear 'round her, on stanchions, from stem to stern. This gave *Maribel* the appearance of a fishing boat with her nets hung up to dry but it proved a life-saver in a literal sense.

The skipper, who was a good pilot on the Bay, knew nothing of navigation offshore, so he had inveigled Bob into signing up as navigator. Bob, who was, I think, a Tech graduate, knew his stuff but had not had much opportunity to practice it at sea. His trouble was not in working a sight but in *getting* it — and getting good sights from a small power boat wallowing in the Stream is quite an art in itself. But of that, more anon. The rest of the gang, with the exception of the engineer, were there principally to steer. So,

manned and equipped, *Maribel* shoved off one fine morning and headed down Delaware Bay.

Evening saw her lifting to the first long swells of the Atlantic off Cape May and, about midnight, as I recall, we took our departure from Five Fathom Bank. It was a perfect summer's night, bright and clear with a moderate southerly breeze, and *Maribel* purred along, ticking off her eight knots with clock-like regularity and little fuss. Bob laid off the rhumb line to Bermuda and put her on it, as Skip insisted we make no allowance for current until actually in the Stream. I had the morning watch and saw the sun come up red behind a low bank of cloud, while the breeze freshened and the sea started to become flecked with white. Still, it was a fine day with what would have been a perfect sailing breeze, though a touch too much ahead. We got good morning sights and a meridian altitude which gave us a noon position right on our track. That was the last sight we were destined to get for several days.

By mid-afternoon a healthy sea was running and the sky was obscured with haze. It would have been difficult to get a horizon even if the sun had come out. *Maribel* was so lively you could not step on deck without hanging on. The nettings had already proved their worth. Yet she made surprisingly good weather of it and Skip saw no necessity for slowing down. The glass, meanwhile, was taking a steady though not rapid decline.

I do not recall now at just what hour we entered the Stream. Some time during the night, our second out, I woke up all standing to find the vessel on her beam ends. While I was wondering how far she could go without rolling over, she came back with a jerk, righted for an instant, then down she went again while a sea dealt her a thunderous blow along her weather run. I swarmed up the companionway and shoved back the slide.

A chaotic welter of seas met my vision. I crawled aft and found Skipper at the wheel and most of the gang clustered round him on the after deck, safely imprisoned within the nettings.

"Gulf Stream squall!" Skip bellowed. "Over soon. This is the third one we've had in two hours."

He was right. In about ten minutes, it trailed off to leeward, leaving a confused tumble of sea behind. *Maribel* was still going full speed and her motion was past describing but Skip said she would wallow worse slowed down and, as I later discovered, he was right about that. There seemed to be nothing to do, so I turned in again.

Morning disclosed a stormy sky, with scud flying overhead, and a tumultuous sea. Yet the wind was not steady but came in fierce squalls like those of the night before, with cloudbursts of rain which had the effect of temporarily hammering down the sea. The glass had reached a new low and hung there without apparent motion. The boat was battened down tight and, except for water that had rolled up out of the bilge and soaked our bedding, things were comparatively comfortable below. I unscrewed the engine room ventilators and put the deck plates in their place but Skip had me return them, as the engineer had to have air. Though nearly dead with seasickness through the combination of fumes and violent motion up in the eyes of the ship, the latter had stuck to his post. I put my head in there but beat a hasty retreat; the whole place was slathered with oil and blue with burnt gas. Even so, it was with some misgiving that I replaced the ventilators and still more assailed me when I turned them to catch the wind and shoot it into the glory hole below. *Maribel's* flaring bows threw most of the spray clear but they would hardly be proof against a boarding sea. Even so, it was plain no man could live there without air. It seemed to me that it might be wiser to drag the engineer out and seal up the place.

Two men were kept on deck; the rest sought what amusement they could find below. We had by this time grown somewhat used to the ship's erratic motion and no one suggested that she be slowed down. The idea was to get across the Stream as quickly as we could in the hope of finding smoother going beyond. I was surprised to note that she kept pretty close to her eight knots.

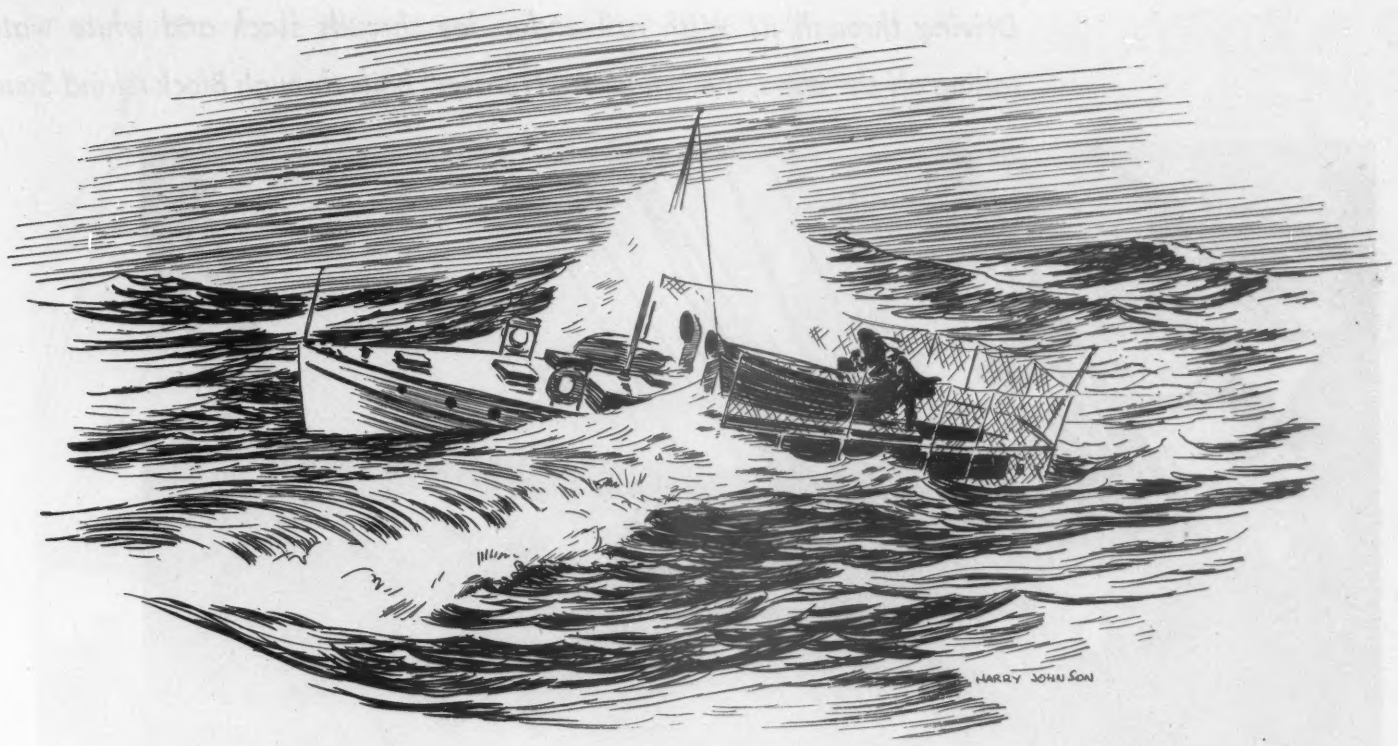
Bob and I took turns with Skip checking the steering so as to have some idea where we were when we got through. It was quite impossible to do more than approximate our set. So the day wore on and we passed into our third night. We had by now covered about two-thirds of the distance to Bermuda and I had great hopes that, if *Maribel* could survive another twelve hours of this fearful punishment, our troubles might be at an end. At least, the sea would be less confused once we were clear of the Stream. At midnight, I turned in for some needed rest but it seemed to me that my eyes had hardly closed when I woke up with a strong sense of change; something had happened. Suddenly I realized what it was — the engine had stopped!

If our little world had seemed chaotic before, it was now utterly insane. Lightning flashed and thunder crashed over a sea in which no wave seemed to have any connection with its fellows. The little ship rolled and pitched in a way to unbalance the steadiest equilibrium. Her bow pointed any way that Neptune slapped it and went clear round the compass in five minutes' time. Later, I found our charts, in their rack under the cabin carlines, soaked with water that had rolled up out of the bilge. There was water over the engine room floor and someone reported it was coming down in a steady stream through a ventilator port. The cowl itself had been carried away. We plugged it and I unshipped the other one and screwed in the plate.

Nobody knew what had happened to the engine, least of all its master. We lugged him out and laid him in a bunk. Then we took turns cranking the motor and fiddling with all sorts of things. But it was no good; she would not start. When it became apparent that we were really broken down, Skip bethought him of the sea anchor which had been put aboard as a sort of propitiatory gesture. We dragged it up on deck, made the end of the line fast to the fore bitts, hoisted the drogue over our nettings and let it go. She soon straightened out the line but it had no more effect than a tin can tied to the collar of a badly frightened dog. However, we were too beat to get it in again.

With the dawn, there seemed to be a diminution in the wind. The squalls were less frequent and less fierce. But the sea got up and, every once in a while, one would catch *Maribel* just right and we would all hold our breath — till she came back. This was too much to take. I decided that her high bows were what kept her from lying head to wind. She had a strong pair of towing bitts aft, so I determined to hang her up by the tail. As soon as there was light enough to see, I shifted the line of the sea anchor to the after bitts and awaited the result. Her head swung off, she fetched up on the drogue and lay stern to. The wild rolling stopped and, though an occasional sea lopped over her stern, it seemed to do no harm. All hands repaired below and stretched out in a state of limp exhaustion. We had had no nourishment for two days, and little rest.

Eventually, someone got to work on the motor. He discovered she was getting no spark; the reason, obvious enough, was that the coil was soaked with water that had come down the ventilator. Various means were discussed for drying this, but none effective. Someone offered the suggestion that, if the motor was kept turning over by hand long and vigorously enough, the current engendered would heat the coil and help to dry it. So we opened the petcocks and took turns cranking (she had no starter) by the hour.



But, when this had elicited no answering kick by noon, we gave up and settled down to wait. Then it was that the final blow struck us — not wind but something worse. There had been a strong, sweetish smell in the cabin and the bilge water felt oily to the touch. Investigation disclosed that the feed line from the reserve gas tanks on the stern had broken, due to the surge of water in the bilge, and discharged 200 gallons of gas into the hull. Battened down as we were, the air in the boat must have been a perfectly carbureted mixture. Not only had we lost all our extra gas but we were in momentary danger of being blown sky high. Only the fact that everybody had been too busy or too seasick to feel like smoking probably had prevented such a finale.

There was only one answer. We pumped that gas overboard, then opened a seacock and let in water and pumped her out again. Cushions and bedding soaked with gas were thrown out on deck where the ever protective nettings kept them from going overside. But, try as we might, we could not get rid of the stench. Food in the icebox tasted of it. We dared not cook — since it was still impossible to air the boat out — and all thought of starting the motor was promptly abandoned. In fact, we were mighty thankful she had quit!

But that still left us with some 200 miles to go to Bermuda. Skip estimated that, with the gas left in our regular tanks, we might just about make it — if and when. . . .

By noon, the wind was west. It still blew hard in the squalls, so I determined to try what this long suffering inland waters power boat would do under sail. It was not much of a sail but what there was of it was good. We got it rigged and set and then tripped the sea anchor and hauled it on board. The boat was, of course, right before the wind so she soon gathered an appreciable amount of way. Then we gradually let her come up till she was heading somewhere near our course, with the wind a point or two abaft the beam.

Maribel eased along at a rate of perhaps three knots but higher I could not bring her without making leeway like a crab. However, it was something, and it had a steadying effect that was wonderfully soothing to the nerves. I spent the next twenty-four hours playing with that sail. It did certainly lessen our distance to Bermuda — perhaps by fifty miles or so — but I had no illusions about its ever getting us there, since it was only a fair wind rig.

By next morning, the wind had greatly lessened but was still squally. Moreover, it was all over the lot and the sail had ceased to have any value save for its steadying effect. During the day, attempts were made to start the motor but all proved abortive. As time wore on without appreciable progress, I became conscious of grim looks on the faces of my shipmates. Skipper blustered and joked but they laughed less frequently. After all, food and water had a limit and the Atlantic was a big place. It was plain they looked to us for some solution, and none was immediately forthcoming. We began once more to eat but that did not lessen the growing tension. In fact, it seemed to increase it since every can broached meant one less in the locker. By the following morning, an ugly spirit was becoming apparent on board. Skip was being blamed to his face for our predicament and his retorts sometimes had an edge. To Bob and myself he expressed a private doubt that the coil would ever dry out in that humid climate; the alternative hope of being picked up by some passing ship did not look bright. We had little idea by now where we were. Moreover, the Bermuda packets all ran in a groove and, even if we did get some sights, it was highly questionable whether we could reach it without power and with the Stream setting us constantly to the northeast.

I did a little studying and came to the conclusion that we were still to the west and north of the islands. But more than that no one could say. Bob agreed with me so, after consulting with the Skipper, we showed the gang about where we thought we were.

"Well, suppose we are; what are you going to do about it?" said one.

"Do? We'll start that engine and go to Bermuda," blustered Skip. "Come on, Jack, let's give her a twirl right now."

I am sure he was only trying to create a diversion. I had taken the chart below and was listening absent-mindedly to their struggles with the motor when, suddenly and to my complete astonishment, the thing responded with a roar. It was greeted with another roar, of a different quality, from the deck. Fear gave place instantly to jubilation.

Now the question was: What course?

Having nothing better to go by, we took our assumed D.R. position and laid a course from that. The sail was doused and taken below. As if the rebirth of the motor had

(Continued on page 151)

Driving through it! With rail under, lee shrouds slack and white water rolling off the bows, the schooner "Nordlys" boils through Block Island Sound

George F. Adams

Levick

"Saleema" being loaded aboard the steamer for shipment to the Pacific Coast

THE "CRUISING SIXES"

"Saleema" Follows in the Wake of Other Six-Metres Converted on the West Coast

By KAYE MEYER

FOR some years, we on the West Coast, as cruising folk, have looked down our noses (a bit enviously, perhaps) at the "Sixes." Their grace, ease of handling and decided speed have made them a group apart. During regattas, they would start after our cruising class, come by and politely inquire: "Are you racing, or will you keep clear?" Of course, we were trying our best to look jaunty, efficient and in the very best of racing trim; that we succeeded in looking, instead, comfortable, not speedy, we admitted only to ourselves.

Then, three years ago, Cyril Tobin, up in San Francisco, sold his Six-Metre *Naiad* to Dick Schayer, of the movie colony in Hollywood. *Naiad's* new owner sailed her for a while and then he had a revolutionary idea. He would have a cabin built on *Naiad* and install living accommodations — bunks, galley and toilet — and an engine. Up and down the coast the comments echoed. "Have you heard? . . . crazy Hollywood idea . . . boat will never go with all that weight added . . ." and so on, far into the night, wherever sailing folk got together.

The accommodations were completed by a competent boat yard and were most pleasing to the eye, to say nothing of the added comfort. Having a roof over one's head is a distinct advantage in many kinds of weather. But, before Schayer had a chance really to try out the idea, he was called to England on business and *Naiad* was up for sale.

Our friend Bill bought her. We *were* surprised. Here was a good cruising man gone crazy. Of course, in his boat he had always like to pile on the sail and really go but we had never suspected him of such extremes.

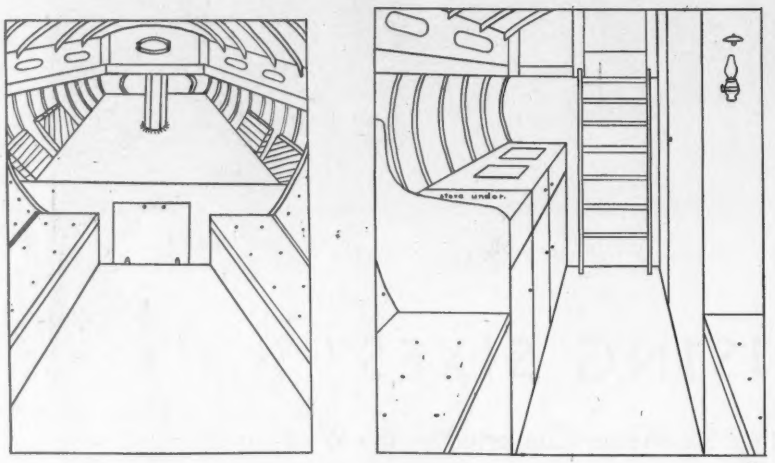
Naiad was measured under the Universal Rule and entered in an offshore race. It was the signal for the rocking chair fleet to sit back and wait. They knew — or thought they did. "That poor *Naiad* would never come back all in one piece . . . those boats weren't built for the weather you get in overnight races. . . ." We had great faith in Bill's sailing ability but his navigation was hardly a strong point in his equipment and even the best of cruising boats won't sail themselves.

Next day came. Ashore, the welcoming groups began to gather, waiting for the boats to come around the lighthouse. Bets were laid as to the time the first boat would finish. One by one, they came in. And there came *Naiad*, Bill and crew with big grins. "Had a swell time . . . she sure goes . . . and did you see the time we made?"

Sure enough, the committee announced that *Naiad* had easily saved her time over the other larger boats and was the winner. Nor was that the last time a committee was to make such an announcement. *Naiad* sailed in every race in which she was eligible, and most of the time she was an easy winner. In fact, she won so frequently that deeds of gift were changed and the Cruising Club rules adopted so that the little "Six" could not enter.

More and more, we were enthusiastic about *Naiad*. For those living in Los Angeles, week-end sailing is limited. We usually go to Catalina Island, a 20-mile sail, more or less, depending on which of the coves one chooses for that particular trip. Or one can go south to Newport Harbor, about 24 miles. The alternative is to go north to Santa Monica, a beat of 18 miles. Anything farther than that is a real trip, too long for a week-end. Remember that we sail on the Pacific, an ocean that does not always live up to its name. Our regular crew is made up of the Skipper, myself, and two cocker spaniels. We like to come down to the boat on Friday night, even if we aren't starting on a trip but have just planned to work. For us, a boat that has accommodations is the answer. It's fun to go to the island and still have time for a swim and a highball before dinner; it's not so much fun to come in after dark and find everyone else at dinner.

The next news we heard was that *Maybe* (6–36) had been brought up from San Diego and was moored at Newport Harbor. Moreover, the owner was following in *Naiad's* wake and was having a cabin put on *Maybe*. Discussion raged again. Bad enough to have one boat of the "Sacred Sixes" ruined but to have two was unthinkable.



The interior of the cabin, which gave us cruising accommodations

One evening soon after, our telephone rang. The Skipper put down the receiver with a puzzled look. Someone wanted to buy our boat, offered a good price and wanted possession soon. But what would we do? At our price level, the boat market was barren. We knew what was available and I could see no advantage in selling, even at a profit, if we had to go on the beach. In all our married life, we had had boats; in fact, the longest time we had been without a boat was two days. Discussion went on far into the night.

Providence came to our aid in the shape of a friend who owned a "Six" that we had often admired. He was putting her up for sale that very week-end. We might make a deal, sell our boat and take on the "Six." Of course, she would be subject to inspection (very thorough, ice-pick, friends' comments, sailing observations, etc.). We got out the *Register* and compared over all length, draft, beam, water line length, designer, builder, year built, etc., with the other "Sixes" and were greatly surprised. If we had searched for years, we could not have found a better boat for our purposes.

Early next Saturday morning, we drove to the harbor and stole aboard our prospective boat. It was too early for the owner or any of our friends to be down — we hoped. Our going aboard a "Six" could have meant only one thing: we were thinking of leaving the stalwart cruising class and joining the "Sacred Sixes." We weren't ready for too many questions.

Have you ever sat on the floor of a sleek, trim lined racing sloop while the breezes sang through the rigging overhead? That day at the mooring we did. The waves lapped the sides, gurgling a gentle tune on the planking. The hull tugged at the mooring line; she seemed to want to be off and away. It was February in California, which means — in spite of the Chamber of Commerce — that it was crispy cold outside. We sat below in a boat we didn't own, canvas cockpit cover overhead, and planned what might be done with the available room if and when we bought her.

We pulled up teak floor boards and looked at the bilge. No bilge water, only dust and a few spiders. Aren't spiders lucky on a ship, anyway? (Or is it only lucky spiders that get on ships?) We were surprised at the amount of room beneath the teak grating floor. If we cut down the center false floor to the floor timbers, I would have full headroom. The teak grating floor on either side could remain as seats in the new arrangement until we could build in an adaptation. The more we planned, the more we convinced ourselves that it could be done.

After due inspection, a trial sail, selling our own boat and a haul out inspection, we became the proud owners of 6–40, *Saleema*. She is 36′ 7″ length over all and has 6′ 4″ beam. Her greatest depth is in the place most advantageous for a cabin. We had a professional boatbuilder construct the cabin to our measurements and design. With the help of friends, we did the necessary cutting out of deck and the fastening on.

It was a long job, working only week-ends. From sawing out the bridge deck, with every strip of deck toe-nailed to the next, to transporting the new cabin on a borrowed Star boat trailer ten miles to our mooring — it was a long job. However, we feel the result is well worth every hour of work. It is pleasing to the eye and we well know its comfort. The cabin itself is of mahogany, with teak hatch runners. There are five oval deadlights in each side with one oval port forward. The cabin top is Weldwood, covered with canvas.

While we were about it, it seemed the appropriate

(Continued on page 152)

"Saleema" as she appears today, a "Cruising Six"

WITH STOPOVER PRIVILEGES UNLIMITED

By

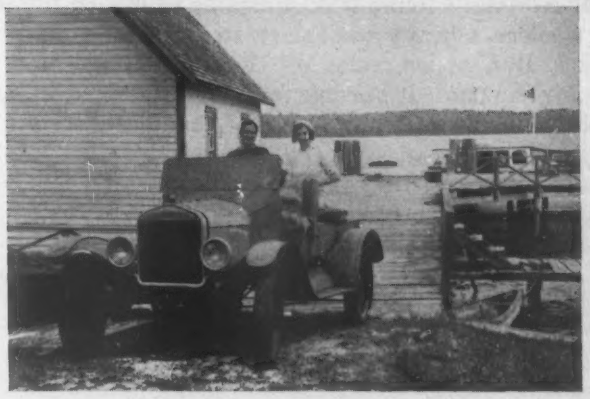
MILLARD F. TOMPKINS, JR.

OUR motor yacht *Shangri-La II* left the Manhasset Bay Yacht Club late last winter, on March 17th, to be exact. None of us who attended her launching two days previous, after the long winter lay-up, are likely to forget the date. We had counted on something approaching decent weather for our start. The ice, which clogged all of the Long Island Sound harbors last winter, had broken up and disappeared about a week before. As we worked feverishly on the topsides under the yard shed, glad to be protected from a still too frigid wind, there had been even a suggestion of spring in the air. But, despite that, on the actual day of days, *Shangri-La II* slipped down the ways with two inches of snow on her decks and visibility practically nil. Delayed another day because ice had again formed in Manhasset Bay during the night of the 15th, we none the less made Atlantic City, Chesapeake City, Annapolis and Solomons Island on consecutive runs with no more unnatural discomfort than reasonably heavy seas and biting winds will bring.

It is true that, at Solomons Island, we looked forward to the next day's run to Norfolk with more than normal eagerness. Once there, we felt, we would leave Old Man Winter to his abnormally lingering death and a life of ease and sunny comfort would begin. The weather report for Norfolk and its vicinity, for Easter Sunday, March 24th, 1940, records a moderately heavy northeast storm and *snow*. Translate that into an actuality, battle it for eight or nine hours through the Chesapeake, conceive of yourself trying to get a foothold on deck through part of the worst of it, picture an arrival at the yacht basin at about three o'clock of an icy Easter morning, and you will know something of our sense of frustration on finally reaching Norfolk. On that grim morning, the southland seemed too many miles away.

It proved not to be, of course. But at Norfolk, that Easter Sunday, I had difficulty persuading my wife and our guests, Jack and Helen Straton (all making the cruise through the waterway for the first time) that they would soon be strolling through the famous gardens at Charleston and that, in but a few days, winter and its woes would be only a memory. At mention of the Charleston gardens all the company showed renewed interest. You see, we had planned this cruise the modern way: plenty of trips ashore to enjoy some of the local points of interest and beauty that abound along the inland waterway.

Rosenfeld



Top, on the way South, there are wide stretches of shallow water through which winds a comparatively narrow channel. This is plainly indicated, however, by the characteristic markers of the Intra-Coastal Waterway. Above, one pleasant feature of the cruise was the fact that there was no hurry. Here is part of the ship's company starting an excursion to the back country in a car of ancient vintage. Left, "Shangri-La II" at the Manhasset Yacht Club, ready to start the voyage. This was on St. Patrick's Day, 1940. The ice was just out of the Bay

Rosenfeld

"Shangri-La II," in which we cruised to Florida, is a 42-footer built by Wheeler and driven by two 6-cylinder Chryslers

Well, we left Norfolk on Tuesday, March 26th, and a bitter cold day it was as we made slow progress through the Dismal Swamp Canal to Elizabeth City, N. C. All of us, fortunately, were equipped with long woolen underwear and I recommend it as an essential item of equipment for a winter cruise, even in Florida waters. And, on that first day out of Norfolk, I found it comfortable to pile on top of my long woolens a heavy wool shirt, two sweaters and a windbreaker. But, as we reeled off the miles, a welcome everwarming sun made it possible for us to peel off coverings bit by bit. Four days later, we were fit candidates for a nudist camp.

Successive day's runs had by then taken us to Georgetown, South Carolina. The longest of these carried us a distance of 116 nautical miles, from Elizabeth City to Oriental. The name of this little village intrigued us but an expedition ashore in quest of excitement and possible *hootchie-kootchie* dancers failed to produce either.

It was at Georgetown that we enjoyed our first really successful shore leave. That came on the day after our arrival there. I remember well the feeling of satisfaction and content that suffused us all as, at sundown, we cruised quietly into the harbor of this interesting and pretty town of approximately 7500 population. It was at nearby North Island that Lafayette first set foot on American soil. Whatever the hardships and experiences of his trip, ours had certainly been all more or less on the pleasant side. They must have been, for that night I made the following entry in the log: "The boat is wonderfully comfortable. Our food has been good and plentiful. The Stratons are perfect companions — quiet, considerate and not too proud to do their share of the work. Our liquor is strong and at cocktail time I fear we are a little weak. All of us are healthy and well. The — oh, hell — to put it in two words, it's *Shangri-La.*"

On the night of our arrival in Georgetown, a leg-stretching expedition brought us to a show boat moored at the river's edge. We were at first tempted to take in the performance but the pictures of the ladies of the ensemble lavishly displayed at the gangplank entrance were too discouraging. As some one remarked: "They looked like girls who couldn't make the grade with Minsky." Next morning, however, for a small consideration, we were able to hire a car to take us to the famous Brookgreen Gardens, twelve miles north of Georgetown. This is one of the show places of the coast, where, in a truly beautiful outdoor setting, is the finest collection of American sculpture in the country. The camellias were in bloom and we had a grand morning, tourist style. Only one thing marred our pleasure. While meandering about the gardens, we were caught in the most torrential downpour imaginable. It will give you some idea of how hard it rained when I say truthfully that my wife was able to wring water out of her coat sleeve six hours later — and we were out in the rain for only a few moments! In the afternoon it cleared and Jack and I played eighteen holes of golf as guests of the manager of the gas dock where we moored. The girls had a lazy afternoon, shopping, resting and catching up on their correspondence. A game of bridge in the evening topped off a good day.

Shortly after the sun went over the foreyard next day, we were cruising through Charleston Harbor, past Forts Moultrie and Sumter, past the distant rooftops of the town gleaming in the sunlight that bathed the famous old Battery in a flood of warmth, on into the welcome, albeit crowded, sanctuary of the municipal yacht basin. After having lunch on board, tidying up ship and attending to other odd jobs, we walked uptown, then hired a taxi and went sightseeing for an hour. The old houses and gates are well worth seeing and, although the flowers were a little late last season, we saw our fair share of wistaria, azaleas, iris, daffodils and other species of flora which only a botanist could name.

In the afternoon, one of our favorite relatives, who happened to be vacationing at Yeaman's Hall, came aboard for cocktails. She returned our meager hospitality next day in fuller measure — but more of that later. Sunday night, we

dined ashore at the Francis Marion Hotel. It was our first meal on land since the trip started and the spice thus added to our culinary program was most welcome. Far be it from me to give the impression that the products of *Shangri-La's* galley (and all of us tried our hands at turning them out from time to time) were not just what the doctor ordered, but occasionally to be able to choose from a varied menu — well, who was it that said "variety is the spice of life"?

Next morning, Jack and I were up early. We taxied to Yeaman's Hall and were on the golf course at 8:45 a.m. You see, that favorite relative of ours had presented us with the "keys to the city," if I may use such a phrase to indicate that we were not permitted to pay for anything . . . not even for the luscious mint juleps at the nineteenth hole. The girls also shared in this lavish hospitality, for they were escorted to the Cypress Gardens, the Magnolia Gardens and the Middleton Gardens and came back to the boat exhausted but full of enthusiasm for the delights they had witnessed. That little jaunt, too, was "on the house." To assure the success (financial and otherwise) of any cruise, I henceforth advocate a liberal sprinkling of "favorite relatives" about convenient ports en route.

I wish that I could write in technicolor. As we continued our trip next day, every mile along the waterway was a delight. At one place, we staged a race with a large flock of black ducks. They would come to rest on the water just a few thousand feet ahead of us, wait until we were almost up to them and then take off to repeat the process. The blue herons, swans and other birds that we passed were not as enterprising. They just got out of the way. By sundown, we were at Thunderbolt, Georgia. Thunderbolt (at least this particular Thunderbolt) is not one of nature's phenomena but a small community hugging the bank of the Intra-Coastal Waterway about four miles from Savannah. We tied up at the new yacht basin, a modern affair just completed, with by far the best mooring facilities we had thus far seen. We were bothered by the little gnats that seem to abound on the waterway all through Georgia but it seems that they come out for only an hour at sunset and again for an hour at sunrise. We fooled them next morning. We were under way at 5:20, long before the sun — or the gnats — were up.

Two o'clock saw us at Sea Island, tied up to the floats. The facilities there are adequate although something of a comedown after the ultra modern arrangements at Thunderbolt. However, the rise and fall at Sea Island is about eight feet, so we were lucky, I guess, to have any kind of a float to tie to. A sloop that came into the slip next to us about 9:30 that evening was improperly moored (due to the darkness, no doubt) and, as a result, bent a stanchion and broke her boom crotch in the wee small hours. After we had gassed up, we had another sample of Southern hospitality for we were driven to the golf club by the yard owner and there we had a delicious lunch. Jack and his wife played golf; my wife and I went over to the Cloister Hotel to rubberneck. It is a beautiful spot and has everything a resort could offer — the ocean, a swimming pool, golf, fine tennis courts, archery, lawn bowling, miniature golf course, and exquisite flower gardens, lawns and shrubs.

Next day, we made Jacksonville by four o'clock in the afternoon. It was only about a 70-mile run but it was nasty going. The water level all through the waterway was about two feet below normal and, at best, the run from Sea Island to the St. Johns River is winding and shallow. In fact, the "march" through Georgia is the least inviting part of the trip, in my opinion. You have to be constantly on the alert for fear of grounding and each night at sundown those gnats

(Continued on page 162)

Right, at Marineland, the huge Florida aquarium, the dolphin eat out of the attendant's hand, coming to feed when the dinner bell is rung. Below, the Sea Island Yacht Club, St. Simon's Island, Georgia, is located on the Inland Waterway

Sea Island Photo

DOES YOUR WIFE TAKE TO BOATING?

By

WILLIAM H. TAYLOR

We have published many articles in "Yachting" by women on what men should do, and how they should behave, to get the feminine sex to like boating. In this article the subject is approached by a man who has some suggestions for the yachtsman who wants his wife to like boating as much as he does.

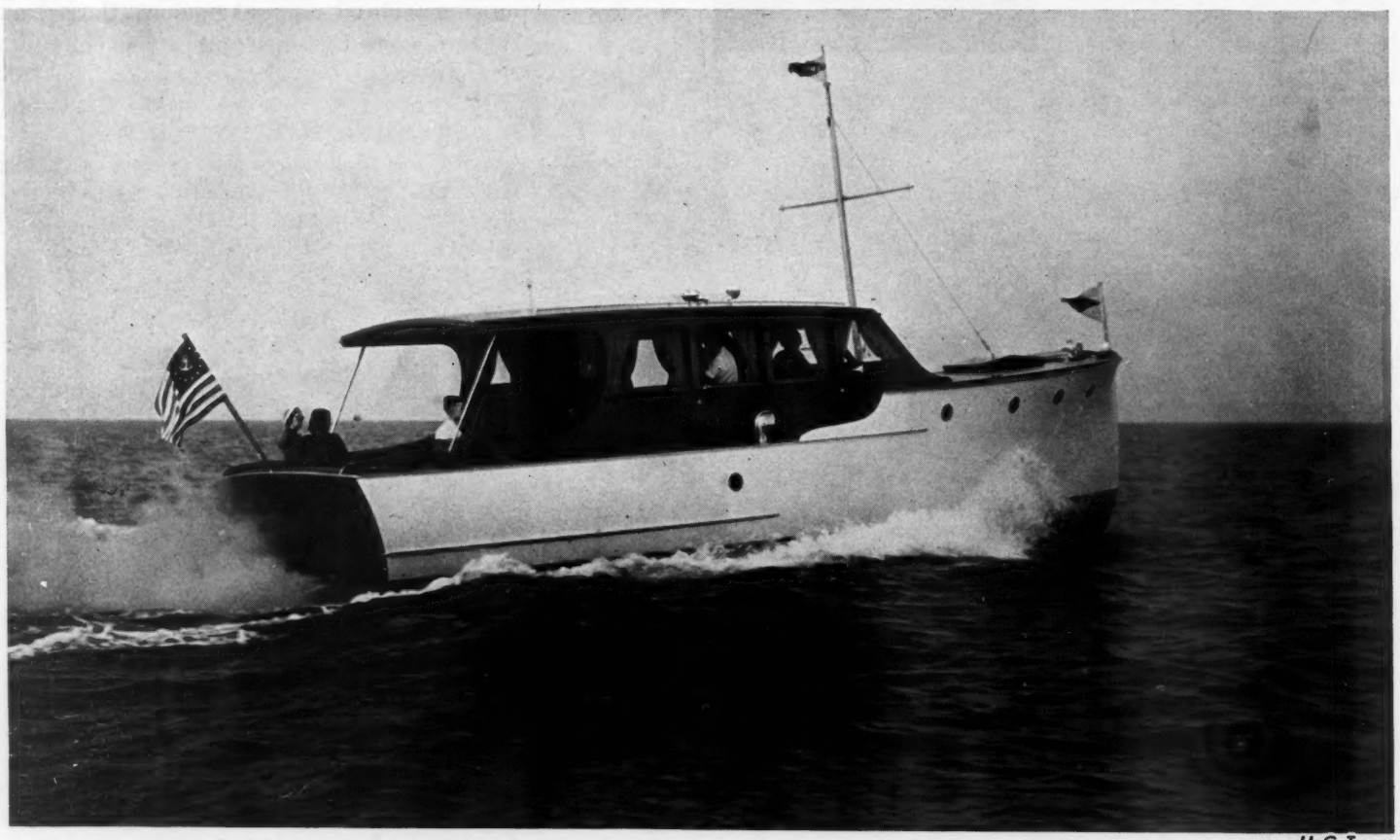
IN a world in which new problems of all sorts have been multiplying like rabbits in the last few years, an old problem still rears its rocky head, only partially submerged by the rising tide of other problems and slightly eroded, but by no means washed away, by the battering of generations of effort to solve it. It is a problem of specific interest to (*a*) people who sell boats; (*b*) young yachtsmen who wish to marry but don't want to swallow the anchor and (*c*) yachtsmen of all ages who are already married but are still putting up a fight, like a child threatened with castor oil, against swallowing the anchor.

I refer, of course, to the problem of making boating as attractive to the ladies as it is to their men.

I don't know why the Editor should have chosen me, of all people, to write on this subject. Probably he doesn't realize that I am one of those men who are never able to sell any woman any kind of an idea, even one that's good for her. However, you can't spend a lifetime banging around in boats with husbands, some of whom have their wives along and some who haven't, without absorbing some ideas on the subject. This article, then, is an attempt to put those ideas into some sort of usable sequence, though I doubt its success.

Of course, it can be argued that this problem should be approached from the opposite angle, *i.e.*, that a man who wants to spend his spare time in a boat should marry a girl who has the same desire. This is an idea generally put forward by bachelors and would be a perfect solution of the problem if it would only work. Of course, it's no help to the boat salesman, who has no say whatever in picking out the wives to whom he has to sell boats. In which respect he isn't a great deal better off than the other two classifications (*b* and *c*) referred to above. There are, after all, certain other considerations that enter into the choice. The young man in love is apt to forget, for the time being, that he had long ago made up his mind never to marry a girl who wasn't a sailor. Or he may, in that blind idiocy which overcomes young men in this condition, suppose that because the girl of his choice is the paragon of all virtues and is in love with him she'll automatically fall in love with his boat. Sooner or later, he finds that affairs have taken a different turn; by that time he no longer has any choice in the matter of the subject on which he has to work.

So, except in rare cases, we must approach this problem from the angle of selling the boating idea to one whose sales resistance is an unknown quantity to start with. We may divide the customers, for our purposes, into three classes. Type 1 is the girl who is a natural sailor, whether by experience or just by inclination, and takes to life afloat like a porpoise. Type 2 is the girl who hasn't any decided ideas on the subject, or who, at worst, has only reasonable objections that can be at least partially overcome, in time, by the right



H. G. Tropea

Besides providing cruising accommodations, this motor boat has room to take a good-sized party on day's runs

Here's lots of stowage space in drawers and on shelves

Rosenfeld Photos

young husband some time to realize that his Type 3 wife isn't a Type 2 but, once he has made up his mind to it, his best bet is to establish life on a working basis. He can leave her to her bridge and cocktail parties, couturiers and beauticians, theaters and golf courses, while he does his racing and cruising in masculine company.

The real problem, then, is presented by Type 2 and, since the variations of quality and degree within that type are infinite, it's still quite a problem. The first thing to do in selling the lady on boating is to determine in a general way what kind of a gal she is and what her tastes are. The professional boat salesman should be able to do this, after some experience, almost at a glance. The husband may or may not, after many years, arrive at a fairly accurate estimate.

Blakeslee–Lane

Everything in this galley is within easy reach and there's plenty of dresser space. Left, a modern deckhouse, with a sofa-berth to port and a dinette, easily converted to a double berth, opposite. Below, lockers (one full length for shore clothes) and drawers provide room for personal belongings

approach. Type 3 just won't never like nothin' to do with boats nohow.

Type 1 probably comprises not more than ten per cent of "the market." The other ninety per cent is divided between Types 2 and 3 and, while it may be wishful thinking, I believe that a much larger part of it falls in the Type 2 category than in that of Type 3. The difficulty is that Type 2 is often hard to distinguish except after long acquaintance. As Kipling so aptly put it: "You never can tell 'till you've tried 'em, and then you are like to be wrong."

To the possessor of a Type 1 model, this article will have little of value. As with the male of corresponding tendencies, there's nothing much you could do to discourage 'em if you wanted to. They will work just as hard as you will on the boat, let you spend as much money on her as you want to, and take the grief along with the fun. Indeed, there have been authenticated cases of a Type 1 girl marrying a Type 2 or 3 man and either converting him to a nautical life or swapping him off for a Type 1 model.

Type 3 is, of course, hopeless. It may take the fond

But the young or not-so-young male in the pre-marital and early marital stages can only guess and usually he guesses wrong. Of course, if you're in those stages, you may be able to find a friend who will tell you the answers but you probably won't believe 'em. And, in any case, it's better not to ask a friend whose friendship you value too highly because, after he's told you, you may not like him any more. In most cases, trial and error is the only method for determining the answers to these questions and, if you make too many errors in the beginning, the sale will be irretrievably lost and the lady, who may have been a Type 2 in the beginning, will revert permanently and bitterly to Type 3.

Beyond peradventure, the time to sell the lady on a life afloat is when she's young and impressionable; when she is in love and thinks whatever you do is just wunnerful; when getting soaked in an open boat or "camping out" in the hard-scrabble accommodations of a 25-foot cruiser is a lark and an adventure instead of a violation of accustomed comfort. Catch her young and don't scare her and, unless she's a hopeless Type 3, you'll have sumpin'. At this stage of the game, the worst hazard is that the boy friend or bridegroom is also generally young and is likely to yell and swear in emergencies, get into unpleasant scrapes unnecessarily and scare the girl half to death, thus encouraging the development of another Type 3.

If the lady is more mature and sot in her ways, the situation calls for infinitely more finesse and patience. Is she the domestic type, to whom you can appeal through the medium of snug cabins and well-equipped galleys? The romantic type, with a yearning to battle the wild waves (not too wild at first, of course) and visit far, lonely, lovely islands? Does she go for conviviality and parties of the cocktail-and-accordion variety rife at every yachting rendezvous? Has she a yen for the social life to be found around our snootier yacht clubs? Does she rather fancy herself in a snappy get-up of shorts-and-halter or other colorful and unhampering yachting costumes? Or does she like the privacy and peace and quiet that you can still find in some places alongshore if you know where to go? Work the problem out along these lines and maybe you'll hit the jackpot.

Even if your urge to go yachting comes along at a later stage of life, it isn't too late. Cruising is one of the few sports a whole family can enjoy together. Nothing healthier for the kids — or for the whole tribe, for that matter. When they get tired of just cruising, they can stop and swim, or fish or dig clams or sail the dinghy or go ashore to the movies. All too seldom, nowadays, does a whole family have its fun together. Besides, from a strictly practical standpoint, it's much fairer to spend a considerable amount of money on a family recreation than on some sport or trip that only one or two members enjoy. This approach is naturally more effective with the mature and family-finances-conscious wife than with the girl friend or bride, who still retains the illusion that you enjoy yourself only when you're with her, anyhow.

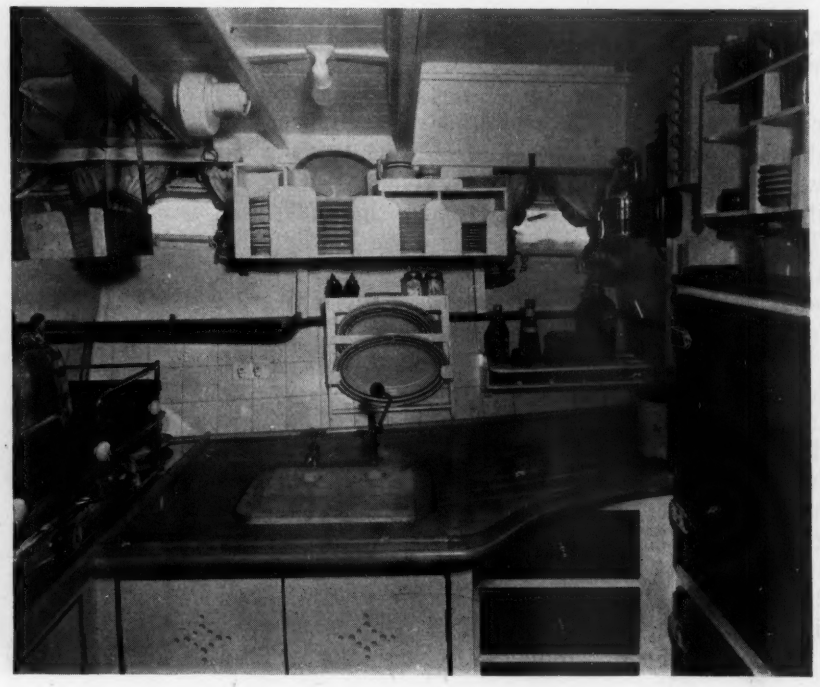
Of course, there is more to it than just figuring out what your bride would like and telling her that life will be idyllic if she'll just let you buy a boat. It's one thing to lead a gal out on the water and another to make her like it. Most women whom I have heard deliver themselves on the subject of why they do or do not like boats seem to harp on their objection to being yelled at. It's their own fault if they are yelled at, as any man will tell you, and as any woman will indignantly deny. The trouble is that most experienced sailors, accustomed to sailing with competent male companions, unconsciously expect even a girl to have some sense about what to do on a boat or at least to understand when told what to do in nautical terms. Ordinarily, a reasonably patient and intelligent man can, in time, educate a woman of similar qualities to "hand, reef and steer" well enough to help around the deck. But, in emergencies, he's pretty apt to revert to type, bark orders in terms incomprehensible to her, swear like a pirate and, in general, give a pretty good imitation of a Bluenose bucko mate with boils on his neck in a squall. For some reason never quite comprehensible to the male, the girls don't like this. It generally ends up in tears, sullen resentment, recriminations and a determination by the lady never to set foot in a nasty boat again as long as she lives. In other words, it's a milestone on the road to Type 3.

Women usually don't like to make hard work of cruising. A girl may be all hell on moonlight sailing in the romantic days of courtship but that doesn't mean she's game to stand watch-and-watch with you on a two- or three-day offshore run, or to turn out three square meals a day and a snack for the middle watch day after day in hard going. Most of 'em like to have all night in — in their bunks, anyhow, and in port if possible.

Another thing, they hate to look mussed up and to be cold and wet for long periods of time. Any girl worth a damn will stand a reasonable amount of bad going and wear oilskins and laugh off discomfort for a while but, sooner or later, she's going to want to get dry and beautiful and put some powder and lipstick on and let herself be looked at for a while. And they don't like it when supplies get low — when the eggs are gone and you're down to tinned milk for your coffee and there's no ice for the cocktails.

What I'm getting at, in short, is that while with a Type 1 girl you can shove off for Labrador or Bermuda or most any place a long way off, if you're trying to sell boating to the average woman you've got to arrange your cruises on a more leisurely port-to-port basis and lay over in port occasionally on days when you might want to go out yourself but when the lady of the ship would find the going too lumpy for her liking. Another thing, it's advisable either to introduce your wife to boating in a boat small enough so you can, in a pinch, handle her (the boat, I mean) without calling on the lady for much help, or else carry a big enough crew.

(Continued on page 172)



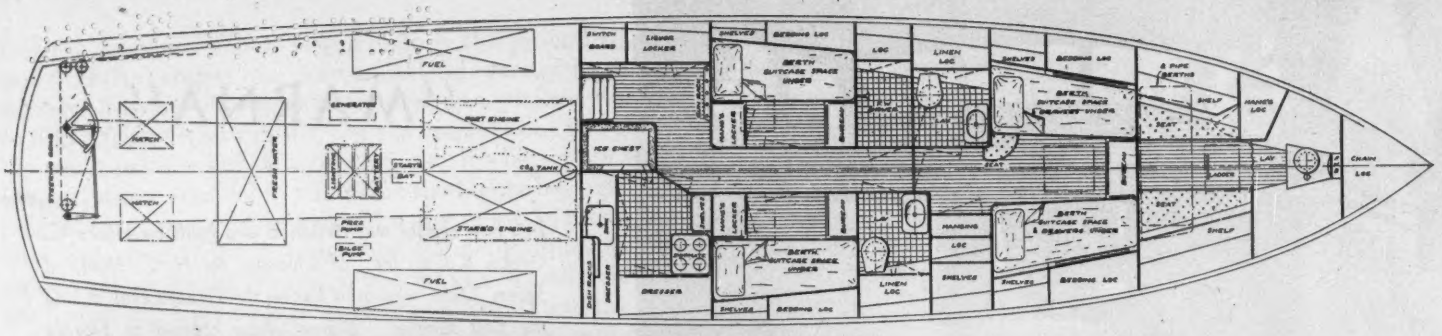
A trim galley, with stove, sink, dishes and cooking gear all handy appeals to the feminine members of the crew

"MARNA"

This new cruiser was designed and built by Henry C. Grebe & Co., Inc., of Chicago, for N. C. Hunt, of Salem, Ohio, who used her on the Great Lakes during the past summer. "Marna" later cruised to Florida where she will spend the winter. The new yacht is 48' 0" in length over all, 12' 0" beam and 3' 0" draft. A pair of 6-cylinder 110 hp. Buda Diesels, with 2:1 reduction gear, gives her a speed of 14 miles per hour. Construction is stout and the yacht is designed throughout for salt water service.

"Marna's" equipment includes radio direction finder, ship-to-shore telephone and other up-to-the-minute apparatus. Her roomy cockpit is supplied with two fishing chairs, built-in live bait box and good-sized fish well.

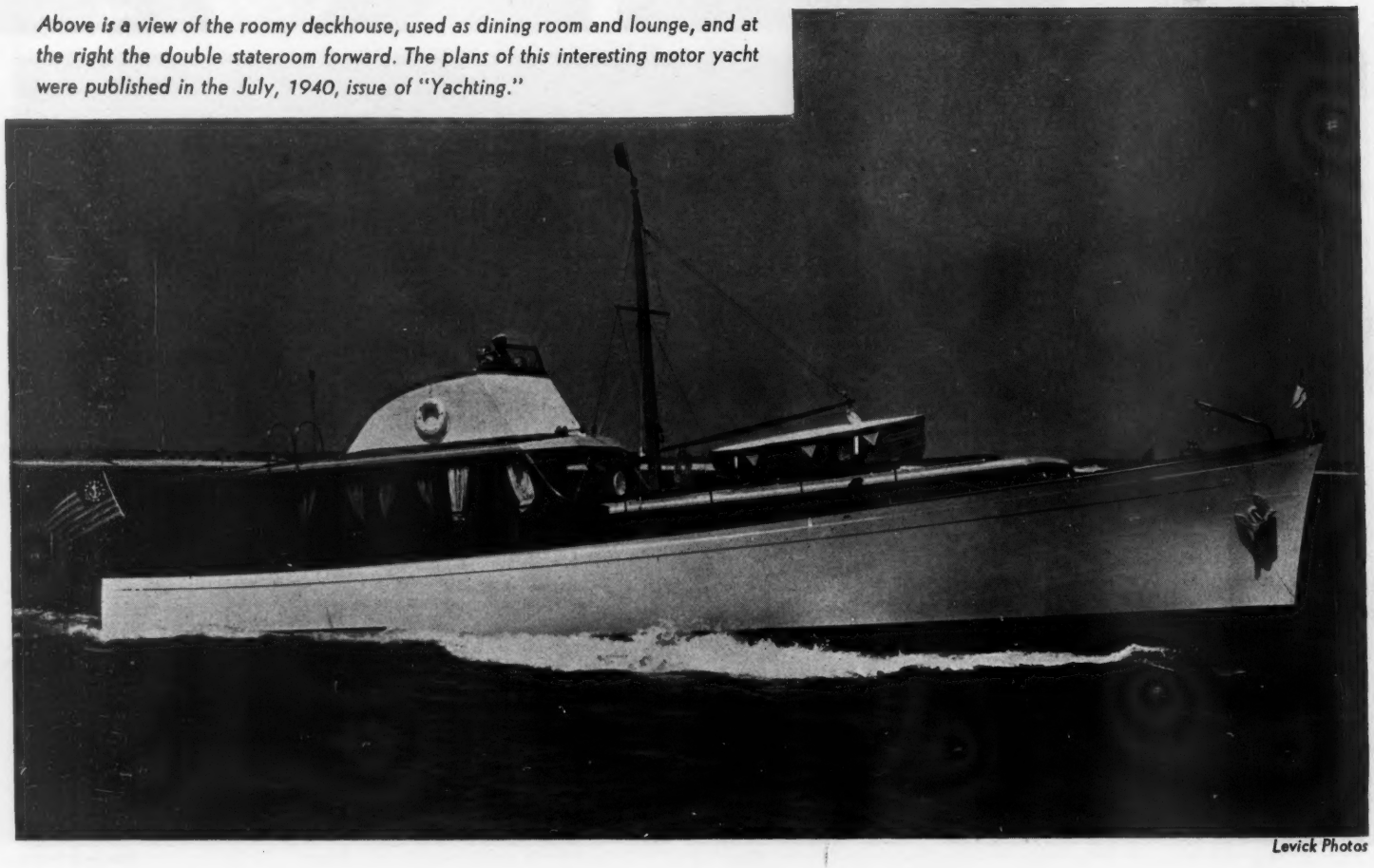
Rosenfeld Photos



"AQUILA"

"Aquila," owned by Philemon Dickinson, wears the burgee of the Corinthian Yacht Club of Philadelphia. Hubert S. Johnson, of Bay Head, N. J., built her to plans by Frederick C. Geiger of Yacht Sales & Service, Inc. She is 62' 4" in length over all, 13' 8" beam and 3' 9" draft. Driven by a pair of 6-cylinder 165 hp. Gray Diesels, she steps along at a 17-mile pace.

Above is a view of the roomy deckhouse, used as dining room and lounge, and at the right the double stateroom forward. The plans of this interesting motor yacht were published in the July, 1940, issue of "Yachting."



Levick Photos

TANK NOTES ON STAR BOATS

By

HARRY A. HOFMANN

SEVERAL years ago, after *Pimm* had provoked a revolution in the Star Class, the shape of her hull started a fountain of conjectures on the advantages to be gained by refining the standard Star hull. *Pimm's* claim to fame, it is true, lies in introducing the perfect flexible rig but discussions of her inevitably led to the question of what had been done to perfect her hull. Naval architects could tell, to some extent, the effect of a few changes in hull form but it was felt that only after comparing models in a towing tank could accurate statements be made about Star boat hulls. To provide a sound basis for judging Stars, work was started, in the University of Michigan Naval Tank.

The problem began in 1938, when the Star Class rules allowed a vertical tolerance of 1 inch and a half beam tolerance of ¾ inch. An inch, more or less, in the family dinghy would mean an appreciable change in design but it was apparently felt that in a 22-foot boat the utility of a one-inch tolerance was restricted to allowing amateur-built boats to measure in. I mean no slur on amateur ability; that is just the fact of the matter. But, when one attracts as expert a group of racing men as the Star Class has brought together, another inevitable question arises — what will be the effect of changing the hull to some extreme of the tolerances allowed by the rules?

So these tests were not made to prove that the standard Star hull is a poor one; rather, they were made to help explain that one boat may easily be potentially faster than another. However, lest this information founder all but the die-hards, it should be realized that any saving in resistance amounts to only a few seconds per mile advantage, and that smart racing tactics and a well kept boat are still the decisive factors in winning races.

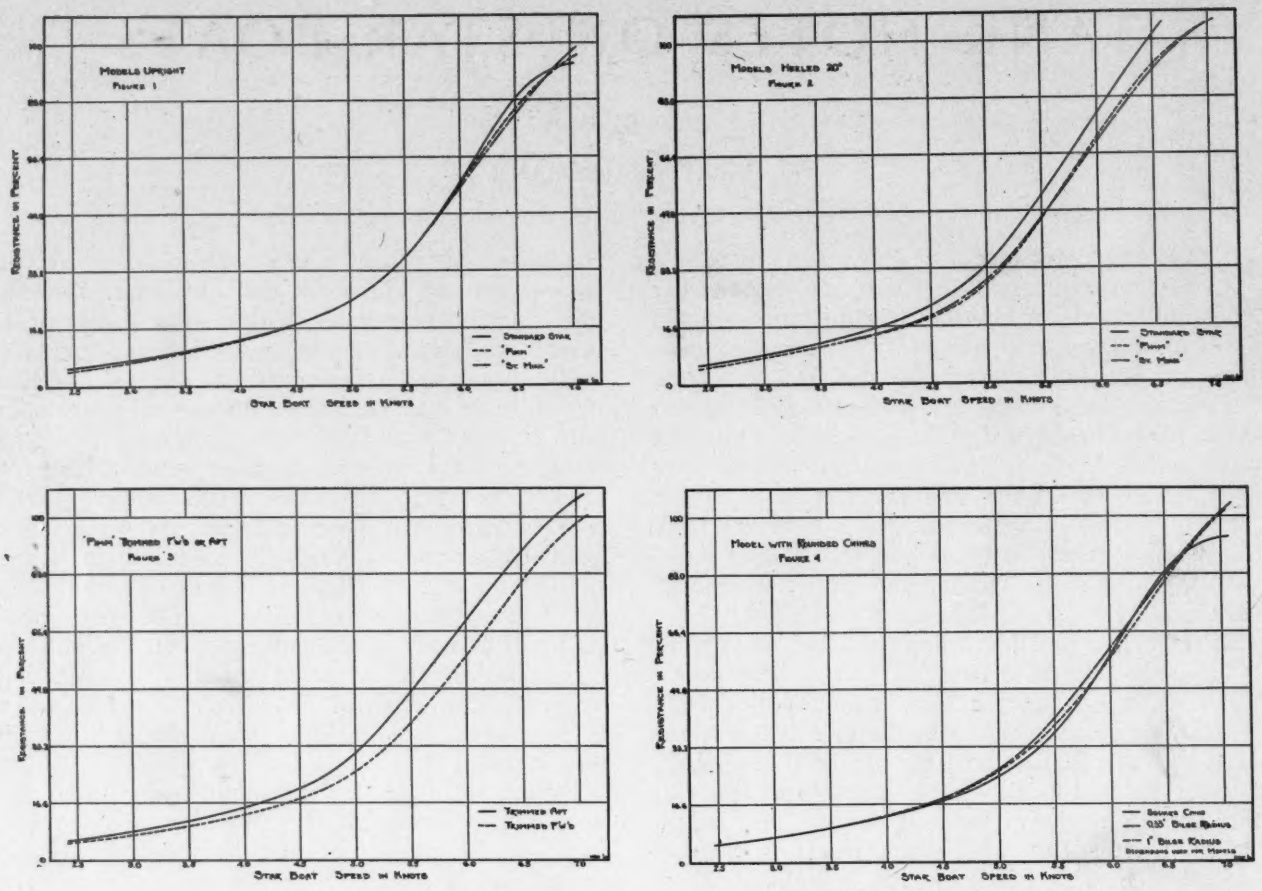
Three distinctly different types of hull were used in the series. The standard hull served as the norm; we wanted to know if it was possible to have a hull that measured in by the 1938 rules and towed with less resistance than the standard hull form. *Pimm* was also included in the series because she was a never-ending source of questions. And, further than that, a casual inspection of her lines marked her as an improvement over the norm. The third model was a combination of as many good ideas on Star boat design as could be brought together in 1938. It has some of the same characteristics as *Pimm*, but the designs divaricate when the transverse sections are laid out. A hull has been built to her lines but has not yet been sailed enough. *St. Mike* will denote her in this discussion.

The models used for these tests were one-third the size of actual Stars. Whenever it is possible, tank men agree, large models should be used because, in comparison with small models, they have a proportionately greater range of towing speeds. Models towed at a low speed are liable to have a flow of water around them that is in a state of transition; it is neither laminar nor turbulent flow. This condition is nearly impossible to take into account in computing the results of the tests and usually leads to some delightful but quite wrong conclusions. Large models also admit of accurate construction. All the models used in these tests were finished to an accuracy of 1/32-inch, which made it possible to reproduce small changes in the full sized counterpart.

As a premise to setting down the conditions under which this series was run, it is necessary to differentiate between these tests and the work done by Prof. Davidson. The Stevens tank is unique, at this time, in having the only means available of measuring the lift and drag of sail boat hulls. However, we were confident that, if a consistent set of conditions was maintained throughout the series, coupled with the fact that these were purely relative tests, there would be some real value in the results without measuring exactly the hydrodynamic forces on the hull. Furthermore, a Star is somewhat like a centerboard boat in that the keel is a flat plate and, although there is a bulb on it, the opportunities for making that an efficient hydrofoil are limited. After considering this difference, the conditions set as standard were: a constant displacement for all three hulls; a constant amount of trim (except in the trimming tests); and a standard angle of heel of 20° (this angle was adopted because the hull depth does not permit a Star to sail well past a heel of 20°).

Figures will be useless if it is not realized that these tests were purely comparative. All we wanted to know was which model towed the most easily and if there were any critical speeds at which the resistance of the models changed noticeably. To that end, the models were towed in positions that approximate the positions assumed while sailing. Each model was towed upright, in the down wind position, and heeled, the usual position when working to windward. In addition to these tests, the effect of trimming the boat by the head and by the stern was investigated, since many skippers have decided opinions on the matter. Another comparison was the effect of rounding the chines. And here it should be understood that, when rounded chines are mentioned, the corners at the intersection of the sides and bottom with the transom were rounded to the same radius as the chines proper. The set-up of the comparisons has been given above. Figures 1 to 4 are diagrammatic comparisons of the resistances, and later in the text the important details of each comparison will be discussed.

But, before going into remarks on the results of the towing, there are several features of design that should be noted. For instance, *Pimm* and *St. Mike* represent Stars with the ultimate in flat fore and aft contours; much attention has been paid, in them, to securing a long straight run. In *Pimm*, this run starts almost at the after end of the keel; in *St. Mike*, an equally long run has been designed but a gradual curve was used to smooth out the buttocks. By comparison, the standard Star is average in all respects; the fore and aft section is neither as flat nor as round as is possible, and the transverse sections are characteristically the same. *Pimm* has nearly normal sections throughout but in *St. Mike* the sections are flat forward and grow progressively rounder as they go aft (the important difference in the design of the two boats). Since the tolerance vertically was plus or minus an inch, it would be possible to find two boats, both of them measuring in, with two inches difference in fore and aft contour. For this series, however, that fact was never taken advantage of completely as it would require that one of the two boats have as much rocker as possible, within the rule, and it was felt that deeply rockered boats have been outmoded in the Star Class. Stars come nearly into the realm of planing vessels and should, therefore, benefit from flat runs.



Curves showing the resistances of the three models under different conditions

Aside from learning how near to ideal the standard Star boat comes, we were interested in trying to produce a faster hull than *Pimm's*. Figure 1 shows that, for all speeds except those between 4.5 and 5.75 knots, *Pimm* and *St. Mike* are better than the standard Star, in the upright position. And, happily, above 5.75 knots, *St. Mike* shows less resistance than *Pimm*. This may be considered an advantage since it is in the upright position (running) that high speeds can be reached, and it is at high speeds that a fast boat can open a winning lead over another boat.

The reduced resistance of *Pimm* and *St. Mike* can most easily be credited to the long straight runs. This is noticed more pointedly in Figure 2 (models heeled), where the two trial boats hold a distinct advantage. The divergence in the resistance curves of *Pimm* and *St. Mike* quite plausibly comes from the abnormal sections used in the latter. *Pimm* had sections much like the standard Star; *St. Mike's* sections had more round as they moved aft. The advantage of reduced resistance certainly lies in favor of *Pimm*, when considering the model results, because she is the easiest towing boat in the range of speeds that is most likely to be attained when working to windward. But, as can be noted by comparing Figure 1 with Figure 2, there is distinctly less power required to drive an upright boat and *Pimm*, in the easiest driving heeled position, tows harder than either *Pimm* or *St. Mike* upright. Which seems to indicate that Stars should be sailed on an even keel. Although whether or not to let a Star boat heel is partly discretionary with the skipper, and is certainly dependent on the force of the wind, as long as the sails can be held full, a Star should be sailed upright. The increase in resistance shown in Figure 2 is due, for the most part, to increased waves created by the hull. But, to add to that disadvantage, the sails are less efficient, the boat steers badly, and the general racing efficiency of those aboard is impaired.

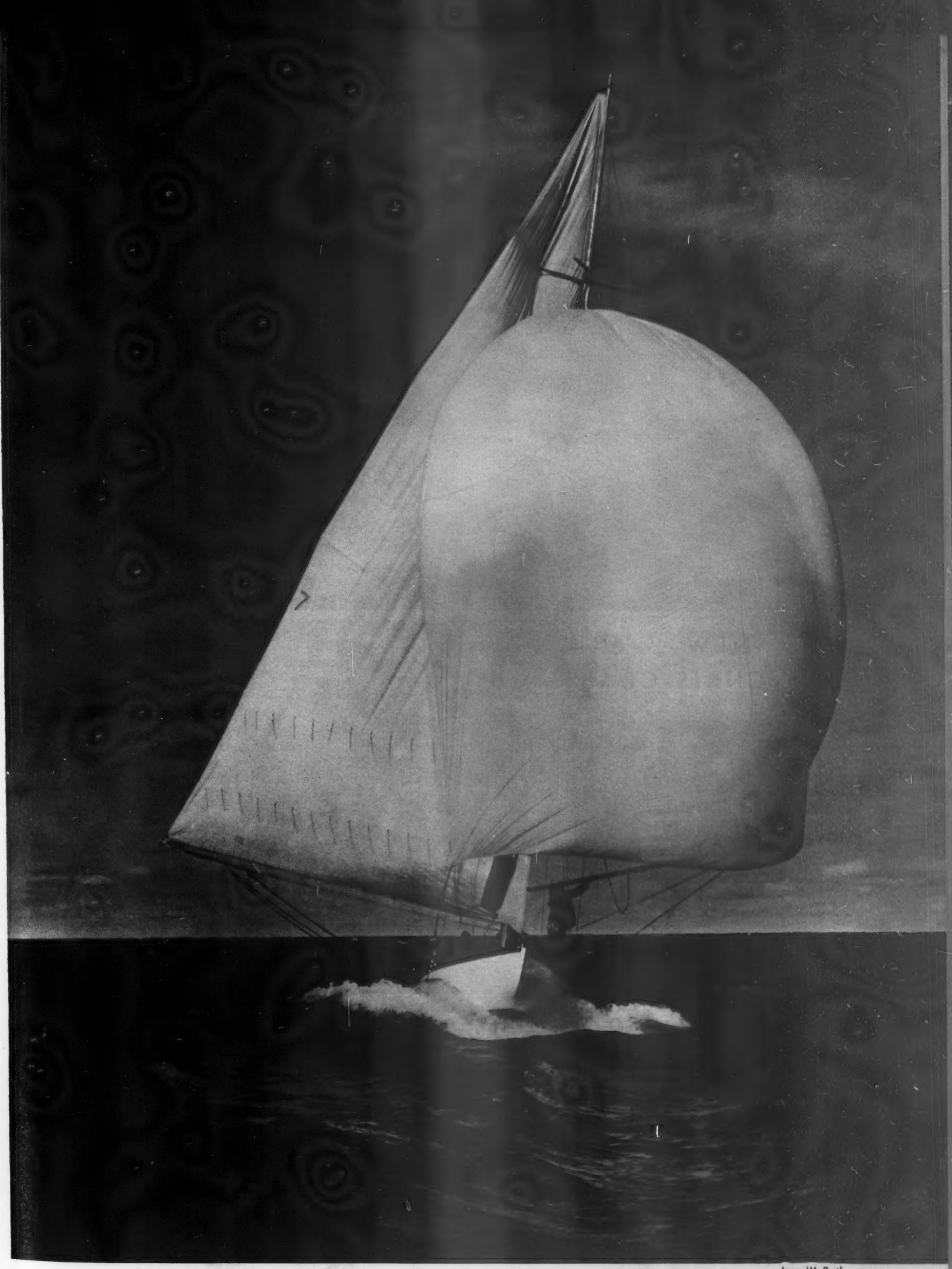
The trim tests (Figure 3, model upright) were made to demonstrate the importance of sailing boats of this type with a trim by the head. When the tests were set up, account was taken of the maximum trim that could be effected by moving the live weights (skipper and crew) into positions that are possible while sailing the boat, and sailing her effectively. Under these conditions, *Pimm's* potential trim range was 4°. Trim forward was accomplished by placing the crew at the forward end of the cockpit and by keeping the skipper at least 4 feet forward of the after end of the cockpit. The extreme condition of trim aft had the skipper and crew both in the after end of the cockpit — a not unusual place for them.

Within this range, as the trim forward increased, the resistance decreased in the order of 12 per cent. The better shape of buttocks, and the consequent better release of water, assumed under the favorable condition of loading, largely accounts for the lower resistance, although there is a large difference in wetted surface between the extreme conditions of trim. The value of the increase in initial stability, because of an increase in the area of the load water line (from a trim aft), is often propounded by crews who can keep drier by sitting aft, or by skippers whose backs just fit into the after end of the cockpit. But the increase in initial stability is only academic and the same boat, driven faster, would increase her dynamical stability through a larger lee bow wave and a change in the whole wave profile.

The tests on rounded chines (Figure 4, model upright) provided the surprise that should be a part of any experiment. Although it was popularly considered that rounded chines are desirable, every increase in bilge radius was accompanied by an increase in resistance, in the range of speeds normally sailed by a Star. The answer to the phenomena was found by observing the models as they passed through the tank.

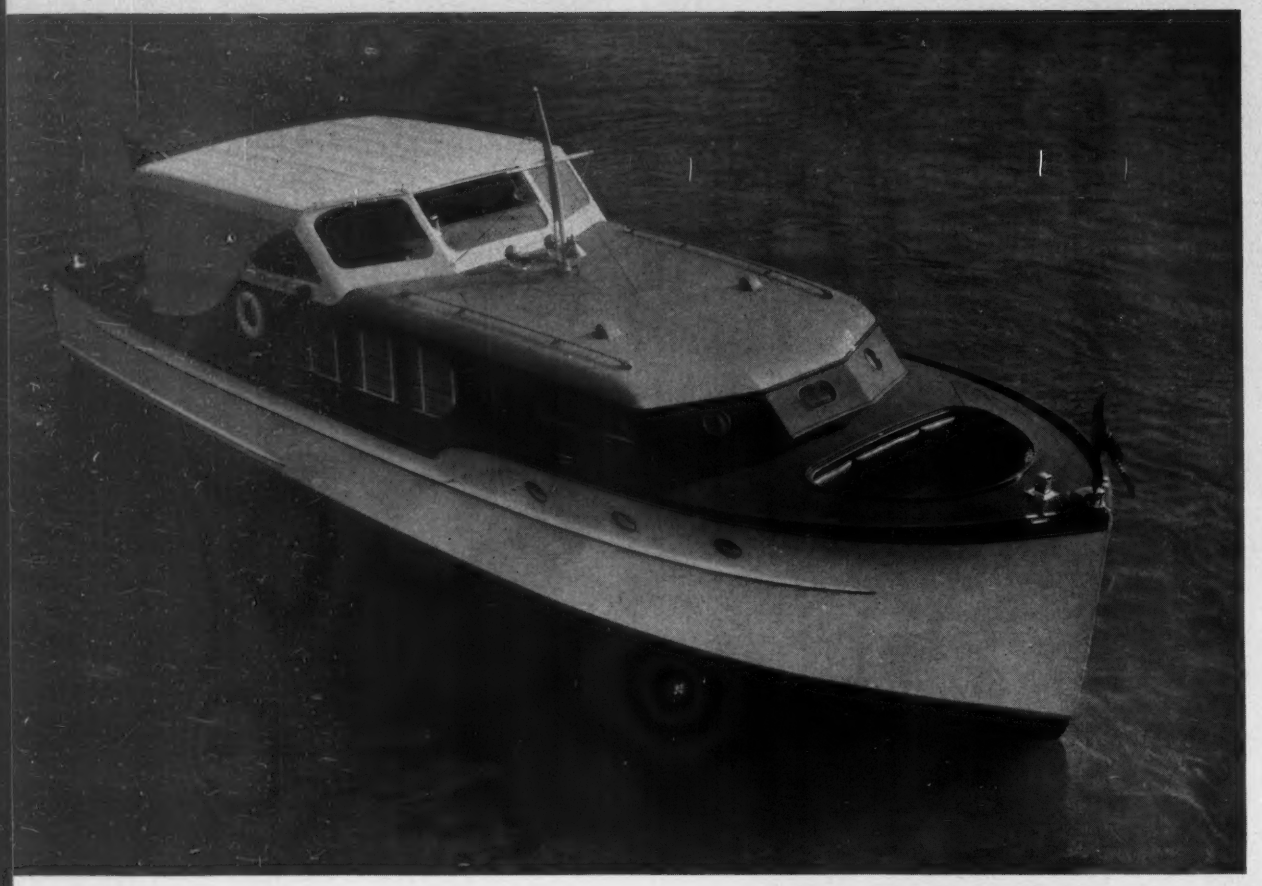
As the bilge radius increased, there was a noticeable smoothing out of the wave profile. That is, the waves no longer appeared sharply defined but looked as if they had been made in a liquid with the viscosity of heavy oil. A

(Continued on page 150)



James W. Porth

With parachute full and pulling hard, "Lively Lady" tears along over Lake Michigan

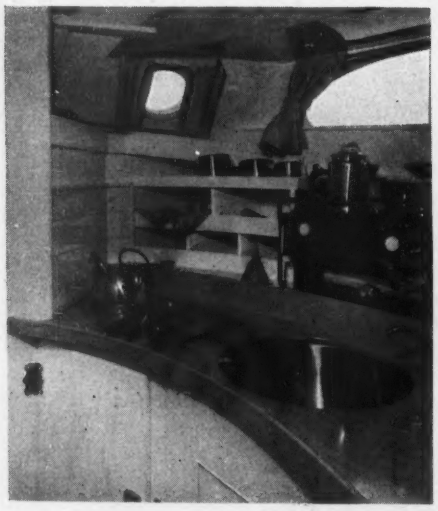


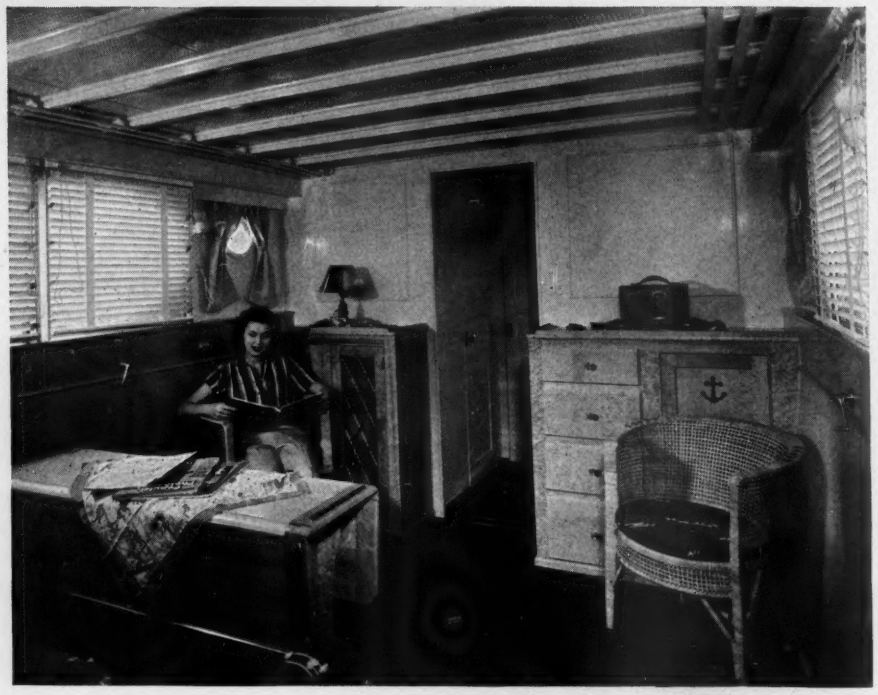
This 40-foot express cruiser is a new member of the Chris-Craft fleet and makes her first appearance this year. She has ample beam and a feeling of spaciousness below. The self-bailing forward cockpit may be entered from the double stateroom below it and the bridge deck has a demountable top and side curtains. The after cockpit is arranged for the angler.

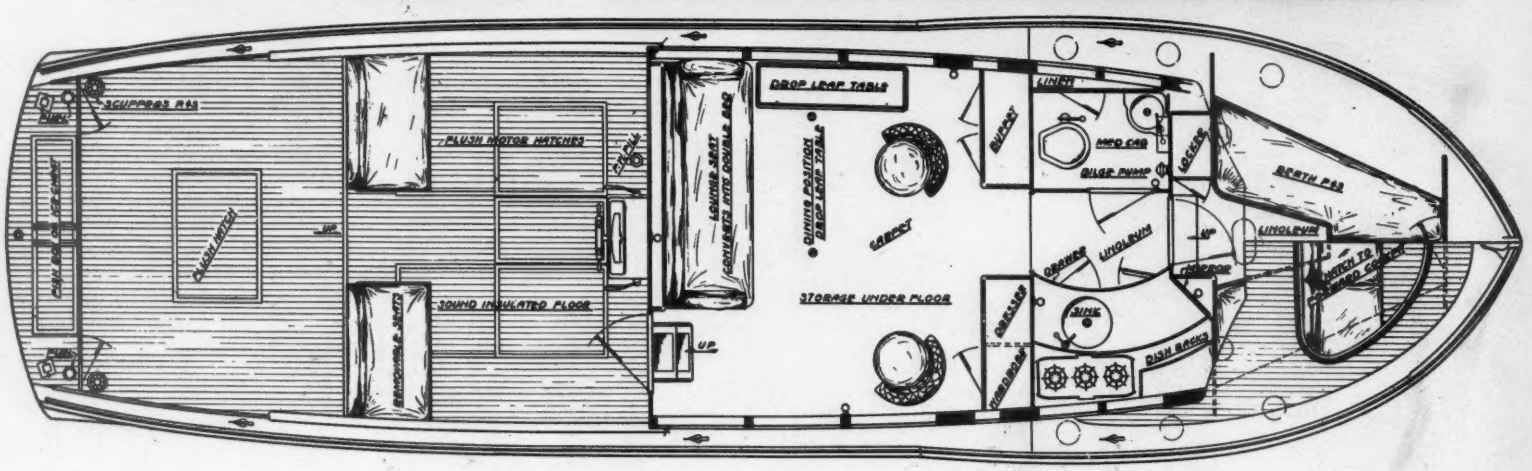
Below is the roomy deckhouse, finished in bird's-eye maple, and a glimpse of the compact galley.

Twin rudders and twin engines are installed and a choice of power plants allows a wide range of speed.

A NEW "40" BY CHRIS-CRAFT







STREAMLINED NAVIGATION

By

THOMAS GILLMER

Lieutenant (jg) USNR

THE average present day navigator, be he amateur or professional, feels righteously secure if not altogether smug when he crosses four or five lines of position of celestial bodies fairly near a point. He puts a little dot there and labels it "fix"; if he were told that he was any place else than on the spot marked by that little pin point he would object or, if he were a reasonable person, he might condescend to admit that there might be some error in his calculations.

Now, our present day method, as far as calculations are concerned, is relatively simple. Most of our work has been precomputed and put down in tables and almanacs for our convenience. The navigators of two or three centuries ago were far better mathematicians than those who go to sea now but they were far less efficient at "punching tables." The results in both cases, however, are the same; mathematics being as it is, a rigid and unbending science, the answer is correct or incorrect (usually correct). The final accuracy then depends upon the individual making the actual celestial observation.

No other phase of navigation holds as many possibilities of error (and at the same time tolerant errors) as celestial navigation. And, contrary to popular opinion, celestial navigation is not the precise and accurate method of determining position which most people suppose. It is, at best, a workable method we have borrowed from astronomers to use at sea when all the better means are gone. This should be firmly borne in mind and, before going any further, it might be well to consider a definition of the science itself.

Briefly, let us say that navigation is the science of determining as accurately as possible the position at any given instant by utilizing to the utmost every means which are immediately available.

To return to our pin point fix, then, it would be far more reasonable to place our dividers on that pin point and swing a circle with a two-mile radius and report to the skipper that we were somewhere within that circle. This, of course, assumes that you are a fairly experienced navigator, that you are using the best instruments and that the observations are made under ideal conditions; otherwise, you might as well make that circle one of five miles or more. At any rate, we have an estimate of our position, or a locus of positions in as small an area as our accuracy and existing conditions permit. And we go on figuring subsequent D.R.'s to our next fix from this last because it is the only thing to do.

To consider the progress of methods in celestial navigation, we are confronted with the fact that the advance has been primarily in the direction of shorter methods, precomputation in tables and almanacs, and division of the celestial triangle — all to make the process shorter. Some advance has been made in the precision of instruments; there is no change in theory. In other words, we are better off primarily because the time between our observation and determination of our fix has been materially reduced.

Into this picture, in the last decade, an entirely-new problem has been projected and satisfactorily met. This is celestial air navigation, or celestial avigation. It is hardly necessary to explain that, because of the great speed of aircraft, it was necessary to develop methods of solution that were proportionately more rapid. It does not seem unreasonable, then, to investigate some of these means and, employing with them the facilities for greater accuracy available to the sea navigator, convert them to seagoing use.

First, consider the element of time. With the help of radio, portable sets are available to navigators of the most modest means. So, with a good watch, chronometers have to a great extent gone by the board. A second-setting watch (of which

GREENWICH SIDEREAL TIME OF 0^{HRS} G. C. T.—CALENDAR YEAR 1939

Date	January	February	March	April	May	June	Date	July	August	September	October	November	December
	h m s	h m s	h m s	h m s	h m s	h m s		h m s	h m s	h m s	h m s	h m s	h m s
1	6 38 59	8 41 13	10 31 36	12 33 49	14 32 6	16 34 19	1	18 32 36	20 34 49	22 37 2	0 35 19	2 37 32	4 35 49
2	42 56	45 9	35 33	37 46	36 3	38 16	2	36 32	38 46	40 59	39 15	41 29	39 45
3	46 53	49 6	39 29	41 42	39 59	42 12	3	40 29	42 42	44 55	43 12	45 25	43 42
4	50 49	53 2	43 26	45 39	43 56	46 9	4	44 26	46 39	48 52	47 9	49 22	47 38
5	54 46	56 59	47 22	49 36	47 52	50 5	5	48 22	50 35	52 48	51 5	53 18	51 35
6	58 42	9 0 56	51 19	53 32	51 49	54 2	6	52 19	54 32	56 45	55 2	57 15	55 31
7	7 2 39	4 52	55 16	57 29	55 45	57 59	7	56 15	58 28	23 0 42	58 58	3 1 11	59 28
8	6 35	8 49	59 12	13 1 25	59 42	17 1 55	8	19 0 12	21 2 25	4 38	1 2 55	5 8	5 3 25
9	10 32	12 45	11 3 9	5 22	15 3 38	5 52	9	4 8	6 22	8 35	6 51	9 4	7 21
10	14 29	16 42	7 5	9 18	7 35	9 48	10	8 5	10 18	12 31	10 48	13 1	11 18
11	18 25	20 38	11 2	13 15	11 32	13 45	11	12 1	14 15	16 28	14 44	16 58	15 14
12	22 22	24 35	14 58	17 11	15 28	17 41	12	15 58	18 11	20 24	18 41	20 54	19 11
13	26 18	28 31	18 55	21 8	19 25	21 38	13	19 55	22 8	24 21	22 37	24 51	23 7
14	30 15	32 28	22 51	25 5	23 21	25 34	14	23 51	26 4	28 17	26 34	28 47	27 4
15	34 11	36 25	26 48	29 1	27 18	29 31	15	27 48	30 1	32 14	30 31	32 44	31 0
16	38 8	40 21	30 45	32 58	31 14	33 28	16	31 44	33 57	36 11	34 27	36 40	34 57
17	42 4	44 18	34 41	36 54	35 11	37 24	17	35 41	37 54	40 7	38 24	40 37	38 54
18	46 1	48 14	38 38	40 51	39 7	41 21	18	39 37	41 51	44 4	42 20	44 33	42 50
19	49 58	52 11	42 34	44 47	43 4	45 17	19	43 34	45 47	48 0	46 17	48 30	46 47
20	53 54	56 7	46 31	48 44	47 1	49 14	20	47 30	49 44	51 57	50 13	52 27	50 43
21	57 51	10 0 4	50 27	52 40	50 57	53 10	21	51 27	53 40	55 53	54 10	56 23	54 40
22	8 1 47	4 0	54 24	56 37	54 54	57 7	22	55 24	57 37	59 50	58 6	4 0 20	58 36
23	5 44	7 57	58 20	14 0 34	58 50	18 1 3	23	59 20	22 1 33	0 3 46	2 2 3	4 16	6 2 33
24	9 40	11 53	12 2 17	4 30	16 2 47	5 0	24	20 3 17	5 30	7 43	6 0	8 13	6 29
25	13 37	15 50	6 14	8 27	6 43	8 57	25	7 13	9 26	11 40	9 56	12 9	10 26
26	17 33	19 47	10 10	12 23	10 40	12 53	26	11 10	13 23	15 36	13 53	16 6	14 23
27	21 30	23 43	14 7	16 20	14 36	16 50	27	15 6	17 20	19 33	17 49	20 2	18 19
28	25 27	27 40	18 3	20 16	18 33	20 46	28	19 3	21 16	23 29	21 46	23 59	22 16
29	29 23	31 36	22 0	24 13	22 30	24 43	29	22 59	25 13	27 26	25 42	27 56	26 12
30	33 20	35 33	25 56	28 9	26 26	28 39	30	26 56	29 9	31 22	29 39	31 52	30 9
31	37 16	39 29	29 53	32 6	30 23	32 36	31	30 53	33 6	35 19	33 35	35 49	34 5

Fig. 1-a

G. C. T. CORRECTION

	0h	1h	2h	3h	4h	5h	6h	7h	8h	9h	10h	11h		12h	13h	14h	15h	16h	17h	18h	19h	20h	21h	22h	23h	
m	s	s	s	s	s	s	m s	m s	m s	m s	m s	m s	m	m s	m s	m s	m s	m s	m s	m s	m s	m s	m s	m s	m s	m
0	0	10	20	30	39	49	0 59	1 9	1 19	1 29	1 39	1 48	0	1 58	2 8	2 18	2 28	2 38	2 48	2 57	3 7	3 17	3 27	3 37	3 47	0
6	1	11	21	31	40	50	1 0	1 10	1 20	1 30	1 40	1 49	6	1 59	2 9	2 19	2 29	2 39	2 49	2 58	3 8	3 18	3 28	3 38	3 48	6
12	2	12	22	32	41	51	1 1	1 11	1 21	1 31	1 41	1 50	12	2 0	2 10	2 20	2 30	2 40	2 50	2 59	3 9	3 19	3 29	3 39	3 49	12
18	3	13	23	33	42	52	1 2	1 12	1 22	1 32	1 42	1 51	18	2 1	2 11	2 21	2 31	2 41	2 51	3 0	3 10	3 20	3 30	3 40	3 50	18
24	4	14	24	34	43	53	1 3	1 13	1 23	1 33	1 43	1 52	24	2 2	2 12	2 22	2 32	2 42	2 52	3 1	3 11	3 21	3 31	3 41	3 51	24
30	5	15	25	35	44	54	1 4	1 14	1 24	1 34	1 44	1 53	30	2 3	2 13	2 23	2 33	2 43	2 53	3 2	3 12	3 22	3 32	3 42	3 52	30
36	6	16	26	36	45	55	1 5	1 15	1 25	1 35	1 45	1 54	36	2 4	2 14	2 24	2 34	2 44	2 54	3 3	3 13	3 23	3 33	3 43	3 53	36
42	7	17	27	37	46	56	1 6	1 16	1 26	1 36	1 46	1 55	42	2 5	2 15	2 25	2 35	2 45	2 55	3 4	3 14	3 24	3 34	3 44	3 54	42
48	8	18	28	38	47	57	1 7	1 17	1 27	1 37	1 46	1 56	48	2 6	2 16	2 26	2 36	2 46	2 55	3 5	3 15	3 25	3 35	3 45	3 55	48
54	9	19	29	38	48	58	1 8	1 18	1 28	1 38	1 47	1 57	54	2 7	2 17	2 27	2 37	2 47	2 56	3 6	3 16	3 26	3 36	3 46	3 56	54
60	10	20	30	39	49	59	1 9	1 19	1 29	1 39	1 48	1 58	60	2 8	2 18	2 28	2 38	2 48	2 57	3 7	3 17	3 27	3 37	3 47	3 57	60

Fig. 1b

there are a number on the market for aviators and navigators) in proper adjustment, rated and checked by radio time signals, replaces the chronometer, a delicate mechanism which, banging around in small craft, is often unreliable. In this we already have another step eliminated by reading the G.C.T. or G.S.T. (as desired for use) directly from the face of the watch at the instant of observation.

So far, we have mentioned nothing new in suggesting more efficient navigation. Any up-to-date or conscientious yachtsman has long since been conversant with the methods mentioned above. However, the use of precomputed star curves is not generally found in the equipment of the amateur and it would be of some interest to view their practicability. Any method that results in a solution of a celestial fix in the short time of one or two minutes may arouse some question in the mind of the practical navigator who, over a period of years, has used the standard solutions. However, the advantages of star curves for air navigation made this method desirable and, if we can show its convenience and accuracy, the sea navigator may well use it to great advantage.

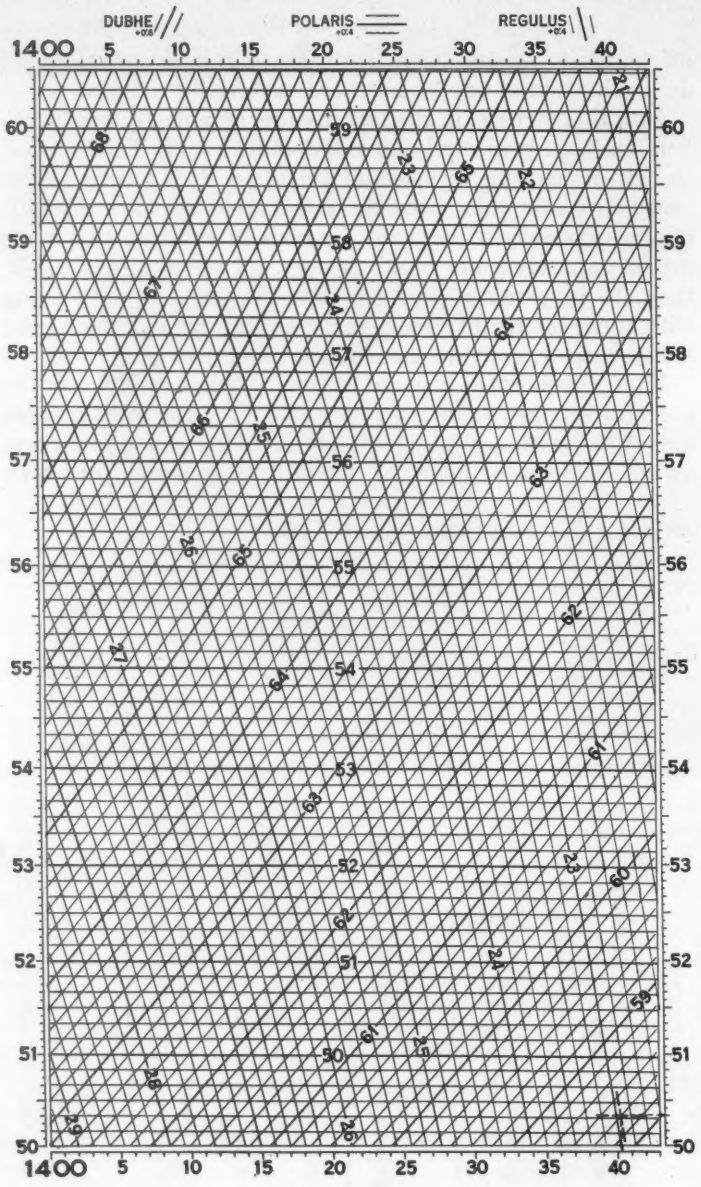


Fig. 2. Weens Star Curves, Latitude Band 50° to 60° (see side margin) L.S.T. at top and bottom. Altitudes on curves identified from top

As mentioned above, with the use of an accurate second-setting watch and means to rate it, we may forget the chronometer, the chronometer error, C-W, etc. Also, if we are able to set the watch to the second of Greenwich Sidereal Time, we may forget Greenwich Civil Time. However, sidereal-reading watches involve rerating and this is something of a process for the beginner. So, to begin with, let us set our watch to G.C.T. and, with a short calculation, determine G.S.T. For example, our watch is set to the second of G.C.T. when the observer makes observations at $22^h24^m30^s$ on June 14, 1939. What was the G.S.T.?

SOLUTION: G.C.T.	22:24:30 from watch
G.S.T. (On June 14)	17:25:34 from table (Fig. 1a)
Corr. (for 22:24:30)	3:41 from table (Fig. 1b)
G.S.T.	15:53:45 sum

Before continuing with the investigation of the star curve method of fixing position, we should recognize its limitations. The one important limitation is the selection of stars. The *Curves* are made up for three selected stars per page and these combinations, or stars from this selection, must be used to obtain the fix. By use of the navigator's knowledge of the location of the bodies in the heavens, or by a little self-imposed training through star charts, celestial globes or other standard means, observations of the proper stars may be made with assurance.

Now, when using the marine sextant, the only correction to be applied (provided the sextant is in adjustment) is that for "the dip of the horizon" which is given in a convenient table in each volume of the *Curves*. From the sextant altitude and the watch reading converted to G.S.T., a fix may be obtained in approximately two minutes without reference to right ascension, declination, hour angle, azimuth or dead reckoning position and without the use of *Nautical Almanac* or other tables.

The fix, as taken from the *Curves*, is read directly in latitude and a single operation of subtraction gives the longitude.

Before taking up briefly a specific example, it might be well first to sketch the theory. For any particular time and place there is only one fixed altitude for a given star; for any place and sidereal time, the circle of altitude remains nearly the same from year to year. Intersecting circles of altitude for two bodies taken at the same time, determine two positions, as in every method of solution, but these two positions are in ordinary cases so far apart that one of them may be dismissed as impossible. For practical purposes, therefore, the intersection of these two circles will give the observer's position. These circles of equal altitude then are plotted on a Mercator chart against latitude and local sidereal time.

(Continued on page 159)

Photos by Marion L. Strahl

In the lower left hand corner is "Marjac" as we first saw her, with no cabin at all

I MARRIED A BOAT

By

MARION ERICKSON

HE COURTED me in a sailing canoe with dubious rigging which never came about with the rest of the boat but had to be swum after. Lacking the proper back muscles to haul myself into a canoe in deep water, I had little hope of a they-lived-happily-ever-after ending; but it was a short summer and I did look well in a bathing suit and never called a line a rope.

He courted me that winter in an ice boat until I landed on my head one time too many and suffered a brain concussion only serious enough to smite his conscience. He eased it by asking for my hand in holy matrimony. After all, he'd never met another girl who knew which side was port, and he was the only Swede I'd ever known with a sense of humor. So I said, "Aye, aye, sir."

We spent part — the first part — of our short honeymoon on Lake Michigan in a particularly odoriferous excursion boat during the worst blow of the season. He ranged the decks with sailor stride, remarking to every member of the crew that it was a "little dusty," while I ranged from my berth to the porthole trying to lay the "dust" with one, never-ending attack of *mal de lac*. The cruise over, solid ground and the pastoral scenes of U. S. Highway No. 2 might have restored my equilibrium if he hadn't insisted upon wearing his captain's cap and singing, not too melodiously, "Let Him Climb the Rigging Like His Daddy Used to Do." Alas, I heaved again on the waves of song until Sonny reached his Daddy, but the cap remained. In fact, it never left his head that summer.

The rest of our honeymoon was spent looking for a bargain in a sloop — a bargain being something 30 feet long, in good sailing condition, with light and heavy canvas, a motor, and sleeping accommodations for two. I had already picked out a luxurious davenport which would metamorphose with a whisk of the eye into a downy bed for two guests, but the books all warn a bride not to turn into a stuffy housewife. So we found a boat.

She wasn't 30 feet, but 26. She had no sails except for an unwieldy jib of heavy canvas that had been designed for a lumber schooner. No leaky engine had ever sullied her with oil below decks, for she had no below decks — consequently, no sleeping accommodations. In fact, she hadn't been near the water for three years and leaked like a coffee strainer. But she cost exactly $100, cash on the line and, having given her a professional half-over with eyes glassy with ecstasy, we bought her. The former owner offered to have her caulked and painted for us so that we could sail her home — a mere detail that had never entered our minds — and, not to be outdone in magnanimity, we trustingly paid him on the spot and departed homeward in our ancient

Chevvy, talking more nautically than Nelson at Trafalgar.

To be sure, home was not so cheerful, especially without the davenport. I had a moment's qualm as I sat on one of the two kitchen chairs and looked at the Lennox lamps and the sterling silver coffee service that would have to rest on the bare floor until such time as we could provide more fitting resting places. I wondered where the in-laws would sit when they came for the bride's first dinner, and what good a vacuum cleaner was without any rugs. But I consoled myself with the unctuous thought that I would never deteriorate into a stodgy, bridge-playing, recipe-giving gossip like my friends. My life's partner would never become an unimaginative, bourgeois slave to the great god money, too busy to make love to his wife. *We* had a boat.

The following week-end we drove down to get her, taking with us the old ice boat sail for canvas and one good friend who had owned a boat for years to help pilot her home. I was not to make the trip, since my language was the only salty thing about me, and there are certain difficulties attendant upon a woman sailing a 25-mile stretch in an open boat with two men, only one of whom is her husband. But I could send them on their way, couldn't I?

The ship was launched, the sail was spread, the good-byes were called, and I stood waving, tears bedimming the vision of my favorite husband who glistened with honest sweat from the life-jacket enveloping him (a precaution insisted upon by the experienced friend) as our good sloop *Marjac* began her maiden voyage. Perhaps it was the tears. Perhaps it was pure ignorance on my part. But at first I noticed nothing wrong, although the boat could not have been more than a hundred yards offshore when a hue and cry was raised aboard her.

"Bring that dink!"

"Hurry on out here!"

I couldn't understand it, but a scurrying on the dock where I stood proved that someone did. And then light dawned.

Our boat — *Our Boat* — for which we had paid $100, was sinking! Already my darling's feet were wet. Now he was hanging on to the mast in a valiant effort to keep from being washed from the decks which his feet had just trod in proud ownership.

But, lest you get overwrought with excitement, I'll skip the rescue. It could not truthfully be recounted as dignified. Suffice it to say that husband, friend, sloop, and ice boat sail, all waterlogged, were recovered safely, if not with dispatch. Once again we rattled home in the Chevvy. Nelson might have understood our language but he would never have used it.

It took an added two weeks and fifteen dollars to recaulk the *Marjac* and to apply a minimum of seam compound to prevent the caulking from covering all of Green Bay with its down. Once more I stood on the dock and waved good-bye, but this time the tears were mingled with spray blown by a head wind which was howling out of the northwest, whither our pride and joy was bound.

As I look back, I marvel that we simply didn't have a fishing tug tow her home. The homecoming would, perhaps, have been less brave but it would have been sure, and our pocketbooks, if not our hearts, less deflated. That I nearly lost my only husband is of little import, such items being easily replaced. But the silver threads in my golden tresses are there to stay and the breach with my mother-in-law, caused by my abetting her baby boy in endangering his life, is irreparable. However, such a mundane method never once occurred to us; if it did to others, they dared not mention it, so great was our pride in *Our Boat* and our determination to sail her against all odds. Odds they were, too. Probably she was the only craft on the Great Lakes equipped with an open bottom. Added to that, was the 25-mile beat with sails that insisted upon pulling to leeward — but you figure the mileage.

The night passed and yet another day and the wind prevailed, but no sail showed on the horizon. It was ten o'clock that evening before tired footsteps shuffled to the door and I saw that my bonnie sailor laddie had plodded his weary way home — not sailed. For the boat had swamped on a peninsula ten miles out of town — and no passing cars would stop for tramps.

A ship's carpenter told us the costly truth. There was nothing between the mast step and the bowsprit except air; if we wished to sail the *Marjac*. . . . So we waited another three weeks while her bow was rebuilt. By that time it was the last of August — with me yet to have the first sail in *Our Boat*. September on upper Lake Michigan is not the sailor's favorite month. Either it blows a gale or blows not at all; the breeze is cold and the calm is colder. We waited a week for a favorable day; then, as we were about to spread sail proudly, my beloved's appendix burst.

For Christmas he gave me a Spode gravy boat that I wanted and an incomprehensible volume entitled "Wind and Tide in Yacht Racing" that, even if I had wanted it, was too full of algebraic formulae to let me get past the first page. I tried, though. All that winter.

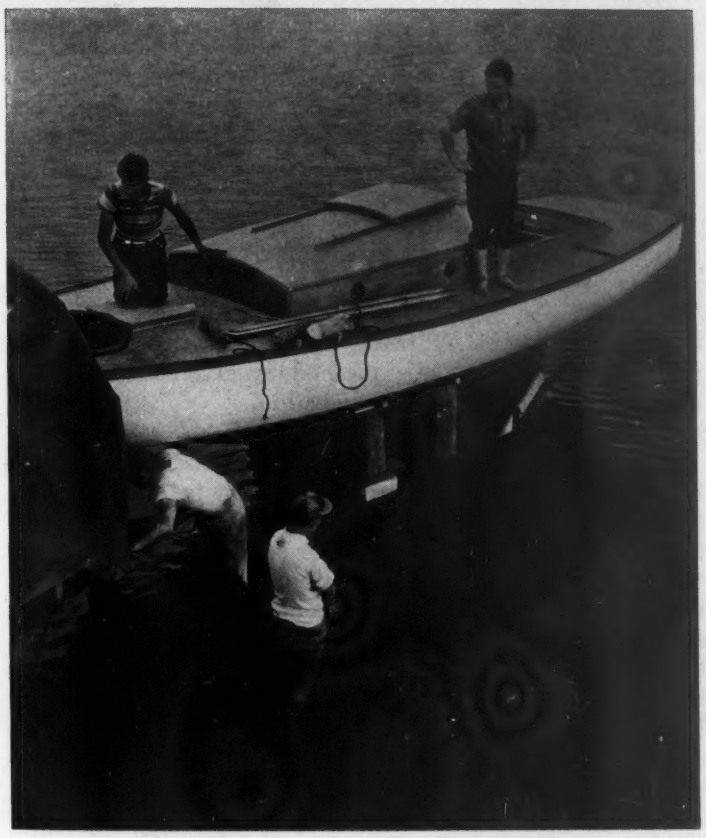
It was a beautiful spring that got the yacht club boys out early; the harbor echoed with tall tales and the occasional ring of a hammer. *Our Boat* was crying for a coat of paint but, first, she had to be thoroughly sanded. In a burst of enthusiasm, hubby's little helpmate, rendered balmy by the soft April air, offered to do the job.

And for two weeks I did. Every afternoon found me rubbing each plank until it was as smooth as a rose petal. I developed a running case of sinus from the dust, flat feet from standing, and it was a moot question as to whether it was the boat or my hands that were being sandpapered; but I kept at it while all the husbands who came to scoff remained to gape in admiration. For never had such a marvelous sanding job been seen and never had wifely status reached such a high. After the first three days, I was "Marion" to all the WPA dredgers; at the end of a week, I became "Toots" to all the truck-drivers, and the boat owners dubbed me "Madame Yacht Basin." I was the people's choice for everything but Miss America; life was beautiful, and I was adored and adoring.

But this is not a success story. In the meantime, the love of my life had ripped off the decks, the better to work below since he suspected that *Our Boat* might need a bit of repairing. Sure enough, he discovered that there were two frames missing in the counter and a third far beyond the first stage of decay. My sanding had shown up a bad plank which we deemed wise to replace. So out it came and alas! the plank next to it was rotten, too. The next one was fair; but — well, you must have heard the story. I arrived one afternoon to find *Our Boat*, originally intended for a new coat of paint, reduced to a skeleton of frames held together by every other plank to retain the original lines, and my carefully sanded boards split up for a fire with which to steam new ribs.

Still I did not give up. This was early in May. We went into a huddle and came out with a schedule which included a ship's carpenter to help us launch by Decoration Day. We planned one week for the frames, one week for the planking, two days for the decks and three days for the paint. We even allowed for the rain. Unfortunately, we forgot to allow for the fact that our carpenter, although good, had been hired because he was cheap. We completely omitted allowances for acts of God and the sailor's demon, rum.

It took a week to get the right oak cut for the frames and to find a boiler big enough for the steaming process. When



the crew finally went into production, they placed only one frame before discovering that the sister keelson was rotten. We'd have to have a new one.

I don't remember now how long *that* took. Decoration Day, upon which we were to have launched, is only noteworthy at this point because Ronnie (ship's carpenter and Mephistopheles of this tale) decided that he had labored long enough without respite. Later, we were to realize that his three weeks of interrupted work was a record never again to be equaled. Howsomever, come Memorial Day, he bought himself a jug of rum. It lasted two days, the drunk lasted two more; it took him three days to sober up and a week passed before he was able to stagger back to work. The keel was set. The fire was laid, the frames were steamed — and some kind friend pointed out that the stem, also, was rotten. The launching was moved forward to the Fourth of July.

That stem was a work of art. It should have had inserts of gold, so beautiful was it, all hand-carved from an eight-inch piece of solid oak. In our ecstasies over his masterpiece, Ronnie was forgiven his Memorial Day debauch — and promptly used the bonus for another jug of rum. He never even knew that the Fourth of July arrived and it was the first of August before the stem was finally secure. The launching was definitely set for Labor Day.

The day after Labor Day should have seen the last frame in place. However, it was a long week-end which Ronnie tried to shorten by frequent recourse to the bottle, so the launching was advanced to the following Decoration Day. We had long ago discovered that we couldn't pay our carpenter by the week and expect to see him again for three days; but, in the pleasant sunshine of the yacht harbor he had won a great many friends to himself and, incidentally, developed the art of chiseling to such a fine degree that he could get roaring drunk on two bits, so it didn't make much difference to him, anyhow. We began to suspect that Ronnie did not subscribe to the theory of total abstinence.

In his sober moments, he was probably the most beautiful workman in the state. You will forgive me, I'm sure, for adding with just the slightest tinge of acid in my voice, that he was also the slowest. Each piece that went into our boat was fitted to within one one-hundredth of an inch. He could spend an entire day cutting and matching one plank and it would take another twelve hours to fasten it, provided there was no one around for him to spin yarns with. But I am getting ahead of myself.

For the planks weren't in until after Christmas. Hunting season had intervened and then came the snow. But my loved one was not thwarted. He scouted and begged until an accommodating neighbor offered his garage that work might

(Continued on page 156)

At top, after I had worn my fingers to the bone sandpapering the planking, we discovered that several of the frames were far gone with dry rot. Middle, after spending months practically rebuilding the boat with the help of a convivial boatbuilder, the long deferred launching day finally arrived. Right, waterborne at last, the "Marjac" clear the truck

UNDER THE LEE OF THE LONGBOAT

By "SPUN YARN"

BOB RIMINGTON, editor of the inimitable nautical digest "The Sea Chest," asks me to give a thought to the current issues of the English yachting magazines. With no yachting activities in the British Isles, the magazines are carrying on without mention of the war which, one would think, must be occupying a large part of the editors' time and attention. It seems to Bob another demonstration of British pluck and determination, but it strikes me as being a case of devotion to an ideal. They see no evidences of sportsmanship in Germany's brutal assaults on their cathedrals, hospitals, and civilian population and so, by gad, they decline to dignify the butchery by alluding to it.

A letter from a member of the Royal Ocean Racing Club informs me that in November a large egg landed on the club's home in Pall Mall Place, demolishing half the premises and killing the steward outright. My correspondent is not as reticent as the magazine editors, but is unable to decide whether the Hun is a criminal or a criminal lunatic. He writes: "If they (the Boches) do military damage from time to time it is as much by accident as by design, and if you keep about five miles up in the air on a dark night you, as a navigator, will realize that your accuracy can only be measured in thousands of yards or even in miles." He concludes his letter by opining that the way things look now he sees no reason why the R.O.R.C.'s Fastnet race should not be held in 1943. I wonder how many Herrenvolk will be in the race.

Speaking of navigation, did you notice that Henry B. Clarke, of Roslyn, L. I., who sailed from England to Miami in the 98-foot ketch *Marie* (ex-*Noroit*) knew nothing of the abstruse art when he shoved off? So, since there was nobody else aboard who could wield a sextant, he applied himself to the subject and mastered it before making his landfall at Madeira, twenty-one days out from Falmouth. A few years ago an old shipmate of mine, also starting from scratch, was equally successful in learning to navigate on a passage from Bermuda to Jacksonville. I mention these minor accomplishments for the sake of encouraging aspirants for Naval Reserve commissions who happen to be lying awake nights trying to figure out what time it is in the Fiji Islands if the equation of time is minus 7 minutes 22 seconds and the chronometer correction is plus 7 minutes 41 seconds and the Greenwich Civil Time is 23 hours 59 minutes and 48 seconds of January 10th, 1941.

Still speaking of navigation, I'd like to recommend the purchase of a Chart of Spherics invented by Clinton S. Bissell of 348 Hillcrest Ave., Trenton, N. J. The chart, which costs a dollar, is a graphic method of solving the astronomical triangle in about three minutes without resort to H.O. 211 or any other tables of trigonometrical values. All you need is a pin. I recommend the Chart of Spherics not for navigators of small boats who are subject to seasickness when looking at curved lines but for winter navigators who like to rework old sights by ultra-modern methods. The inventor claims that his method is excellent for aerial navigation, and I can well believe him.

My recent silence with respect to the Lee Rail Vikings must not be construed as assent to their nefarious doings. Since I have been silent for so long, I think I'd better freshen the nip by restating the reason for the formation of this imaginary club. It was started so that I could take a crack at such pernicious activities of yachting organizations as came to my attention without winding up in jail or under the smoking muzzle of a sawed-off shotgun. So much having been retold, I now relate the crowning example of the Lee Rails' hospitality.

Last summer the Vikings coöperated with a neighboring club in sponsoring a two-day regatta. The Vikings had the clubhouse and grounds; the other club was composed of gentlemen. The Vikings issued a pronunciamento to its expected guests which read in part as follows: "Picnic luncheon will be served on the lawn of the Lee Rail Vikings on Sunday between the morning and afternoon races. Contestants are urgently requested to observe the following restrictions to avoid interference with the Vikings' use of their own facilities. . . . Do not anchor or moor within the yacht basins of the Lee Rail Vikings. Please do not enter or linger in the clubhouse except for the purpose of using the rest rooms." I'm surprised they didn't say, "Run, not walk, to the nearest rest room." But they didn't need to, as the pre-insulted guests stayed away from the picnic with overwhelming unanimity.

I happened to stop for gas at the yacht club to which I have loaned the alias of the Lee Rail Vikings and found that their discourtesy was no flash in the pan. After taking on

(Continued on page 178)

THE WHALE SHIP "JUNIOR" MUTINY

Part IV — The Aftermath of the Tragedy and the Trial

By CHESTER SCOTT HOWLAND

AFTER the log had been signed and handed to Nelson, the mutineers passed their belongings into the boats alongside and jumped in themselves. Plummer, ringleader and last of the mutineers, now prepared to leave. As he stepped over the side, he shouted to Nelson: "Raise the ensign, Mate!"

The flag of the United States was brought on deck from the cabin and bent on to the halliards.

"I'll raise it half mast, Plummer."

"Oh, no, you won't! Haul her chock up!" And with this, his last command while aboard, he dropped from the deck into the waiting boat. Those left on the *Junior* looked down over the rail, watching Plummer as he stood up in the stern of the boat and grasped the great steering oar. He shouted back: "And remember, if you don't set out on the course I've given you or if you try to follow us, we'll come back and kill every one of you, fore and aft."

A half-hearted cheer rose from the boats which carried the mutineers.

The *Junior* filled her main yard and headed a little south of east toward New Zealand which lay 500 miles away. The whaleboats were so heavily loaded that no little delay was encountered before the men were at their oars and under way to the north. Twenty miles away, hazily stretched the coast line of Australia.

Gordon Nichols

Captain Archibald Mellen, Master of the ship "Junior," killed December 25th, 1857

The chief mate, now commanding the *Junior*, studied his charts, holding the vessel to her course until the mutineers had been lost to sight for several hours when he considered it safe to head for Hobart, Van Dieman's Land. Two men were sent aft. "Haul the ensign down, reverse it and haul her up half mast. Possibly we shall fall in with a vessel so as to get our wounds dressed and verify our position."

Mr. Lord, the second mate, was concerned about the oath he had taken to sail the ship to New Zealand but Nelson declared: "Oath? That kind of an oath means nothing to me. I'll notify the first authorities I can find."

Forty-eight hours later, the cry "Sail Ho!" brought courage to the weary company of the *Junior*. The vessel sighted was the *Lochiel*, under command of Captain Haddon, who, after he had visited the *Junior*, kept her company until a little after eight o'clock that night when Sydney Head Light bore 20 miles to the northwest.

Mr. Nelson brought the *Junior* into Port Jackson, Sydney, on January 10th, three days after Captain Haddon had first reported the news of the mutiny. The details of the story were reported by the mates of the *Junior* to the water police and, with no delay, the tentacles of England's relentless law began to stir.

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After cheering their departure from the *Junior*, the mutineers, certain that they were not to be followed, pulled with a will and, in five or six hours, reached Gabo Island where they picked up a black native who guided them to the mainland. They finally came ashore on a barren section of the coast known as Long Beach and, secreting their boats in the low bushes, the ten men attempted to pass through the wilderness, thinking they would reach the interior where no report of their crimes would overtake them. To their dismay, they discovered that the bush was almost impenetrable. The native guide refused to go further, saying that there was no water there and that they would all die. This caused a division as to what move would promise the greatest safety. Plummer, with four others bold enough to face civilization, chose to row across Twofold Bay, posing as Americans on a voyage from Melbourne to Sydney. With all his ability, Plummer was evidently so simple as to believe that Mate Nelson would obey his commands and take the ship to New Zealand. Six of the fugitives persevered in trying to force their way through the jungle.

The newspaper account given by the men of the *Junior* aroused public animosity in Sydney to such a pitch that many persons offered to serve as independent vigilantes; soon reports that strange men had been seen came to police headquarters from which armed forces were dispatched.

In the Sydney *Herald* of February 10th an item stated that Plummer, Pike, Stanley and Cartha had been apprehended. The men had been living openly and with considerable flourish about the port. Plummer had proved himself especially attractive and was arrested on the eve of a proposed marriage.

On February 18th, the government sent out a small steamer in an effort to find and arrest the six mutineers still at large. At Gabo Island, helpful information was obtained from the black guide who had taken the entire group to Long Beach and, in his company, the police found a whaleboat with stores, arms and ammunition hidden in the bushes on the mainland. All trace of the criminals was lost in the scrubby growth.

A few days later, the Victoria police captured four more of the men. Hall and Burns, desperately keeping deep in the shelter of the bush, evaded the officers.

John Merrill, United States Consul in Sydney, now became responsible for the mutineers.

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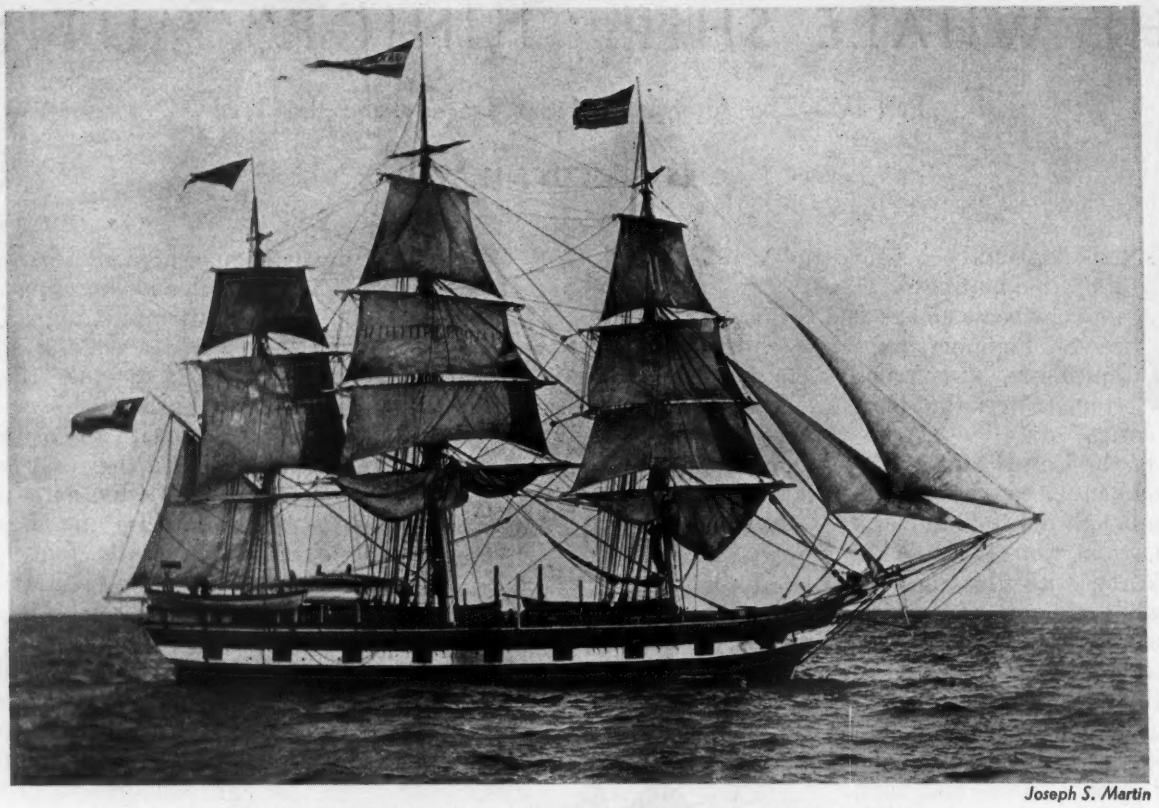
On April 1st, 1858, the office of David R. Green and Company, owners of the *Junior*, was in an unprecedented stir of excitement. The first official confirmation of the *Junior* mutiny was received in New Bedford that day in a letter from Mr. Nelson. Although the first intimation of irregularities in the voyage had been reported previously, the events recounted seemed so fantastic that they were regarded as rumor. The chief mate's letter, however, permitted no further doubt.

"I have now to announce to you," wrote Mr. Nelson, "that the ship *Junior* arrived in Sydney, Australia, January



Joseph S. Martin

The whaler "James Arnold" as she appeared when sailing under the Chilean flag. The "Junior" was of much the same type, both being ship-rigged

12, 1858. Our unexpected appearance in this port is the result of a melancholy mutiny which occurred aboard the ship. Captain Mellen and Mr. Smith, the 3rd Mate, have been murdered by members of the crew and I, and Mr. Lord, the 2nd Mate, have been severely wounded. . . .

"Unable to write myself, I send to you, through the American Consulate at this port, a full account of the massacre extracted from the Sydney *Morning Herald* under date of January 12th and which is published directly from depositions given by me.

"The English Government immediately detailed the Water Police to search for the escaped mutineers and there is every hope that these ruthless villains will be apprehended before long. The ringleader, Cyrus Plummer, is well known by the authorities who have his picture in their possession.

"Nineteen of the original crew have deserted the vessel; thirteen remain and these I expect will stand by me."

Three months later, further intelligence was received in New Bedford in the form of a clipping from the Sydney *Morning Herald* and it was learned that Nelson was not to remain in command of the vessel. The ship, it was said, was being fitted up to receive the prisoners under the superintendence of the U. S. Consul but neither of her surviving officers were to return in her. The crew refused to serve under them. Accordingly, Mr. Nelson sailed for home in the ship *India*, of New London, and Mr. Lord sailed as a passenger in the *Junior*. A prison was arranged in the after part of the ship with a cell for each of the mutineers, who wore leg irons for the whole voyage. There were loopholes in the doors between prison and guard room through which the guards could fire in case of a rising. The ship was in command of Captain Alfred F. Gardner, of Nantucket.

This report confirmed the popular opinion that the *Junior* mutineers were desperate men and everyone in the United States interested in American shipping anxiously waited for further news. In a few days, the New Bedford *Morning Mercury* announced, on August 4th, that "the *Junior* had sailed from Sydney on April 25th, carrying with her eight of the ten mutineers. Two, John Hall and Cornelius Burns, are still at large, uncaptured, in the wilds of the Australian Bush Country."

Outbound, the *Junior* had required six months to reach Australian waters but her journey home was made in four. She arrived in Buzzards Bay August 21st and, entering New Bedford Harbor, anchored outside of Palmers Island. Thirteen months had passed since she had sailed from home.

Assistant Marshal Edwards took possession of the vessel as soon as she came to anchor and the following Saturday Chief Marshal Freeman, of Boston, came to the city and returned with the prisoners, Cyrus Plummer, Richard Cartha, Jacob Pike, Charles Stanley, Adam Cannel, Joseph Brooks, William Herbert and Charles Fiefield. In Boston, the mutineers were committed to the Charles Street Jail. Chief Mate Nelson had already arrived in Nantucket and had reported, officially, that Plummer had boasted that his intention in shipping in the *Junior* was to take her from the officers. Nelson was summoned to appear before Commissioner Cushman in the Boston Court.

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Monday, August 23rd, provided one of the most unusual scenes ever witnessed in any hall of justice. Eight young seamen came before the Commissioner, bound in couples and manacled with clanging leg irons that had been stoutly riveted to them four months before in a distant port on the other side of the earth. Neither their features nor general deportment suggested that they were held as perpetrators of a crime that could hardly have been more brutal.

As the preliminary movements of the trial proceeded, it was soon apparent that there were to be many complications. Two of the principals were still at large in faraway Australia; some of the mutineers were accessories before the crime; some accessories after the crime; and there were possibilities of a charge of secondary mutiny inasmuch as the mate was deprived of authority after the Captain had been killed.

Cyrus Plummer chose for his advocate the foremost lawyer in Massachusetts, Rufus Choate, and he conferred

with Plummer but decided not to take the case, presumably because of ill health. (Mr. Choate died shortly after the conclusion of the trial.) In his stead, Benjamin F. Butler, another prominent lawyer and later governor of Massachusetts, defended Plummer.

As the crimes alleged were committed on the high seas, out of the jurisdiction of any state, the matter was one of federal concern and Justices Clifford and Sprague of the Circuit Court, held in Boston during November, 1858, heard the trial which began on the eighth of that month.

The chief witnesses during the trial were members of the *Junior's* crew, including some of the mutineers themselves, and the ship's owners and agents. Many depositions were received by the court.

Although Mr. Butler, defending Plummer, pleaded that evidence still in Sydney might contradict what had apparently been proved through the testimony submitted in Boston, the jury finally brought in a verdict of guilty of first degree murder in the case of Cyrus Plummer and of manslaughter in the cases of Cartha, Stanley and Herbert.

It might logically be supposed that the close of a trial in which the affairs of an unknown ship and unknown seamen were involved would end public interest but the conclusion of the matter was still to be postponed. The case was yet to receive the attention of two Presidents of the United States and to arouse the dramatic interest of over 20,000 citizens.

It seemed to be clear that, if the evidence proved anyone guilty of premeditated killing, it proved all who were parties to the conspiracy were likewise guilty. The plight of Plummer, as an unfairly treated man, began to be suggested in some editorial writings. It was announced that Cyrus Plummer was not a true name, and that the rightful name of the young prisoner, William Y. Sumner, had been guarded by those who had knowledge of it because Plummer's mother, living in Worcester, Massachusetts, was ill and, believing that her boy had been lost at sea some years before, would have been fatally stricken had she learned the facts concerning the *Junior* mutiny.

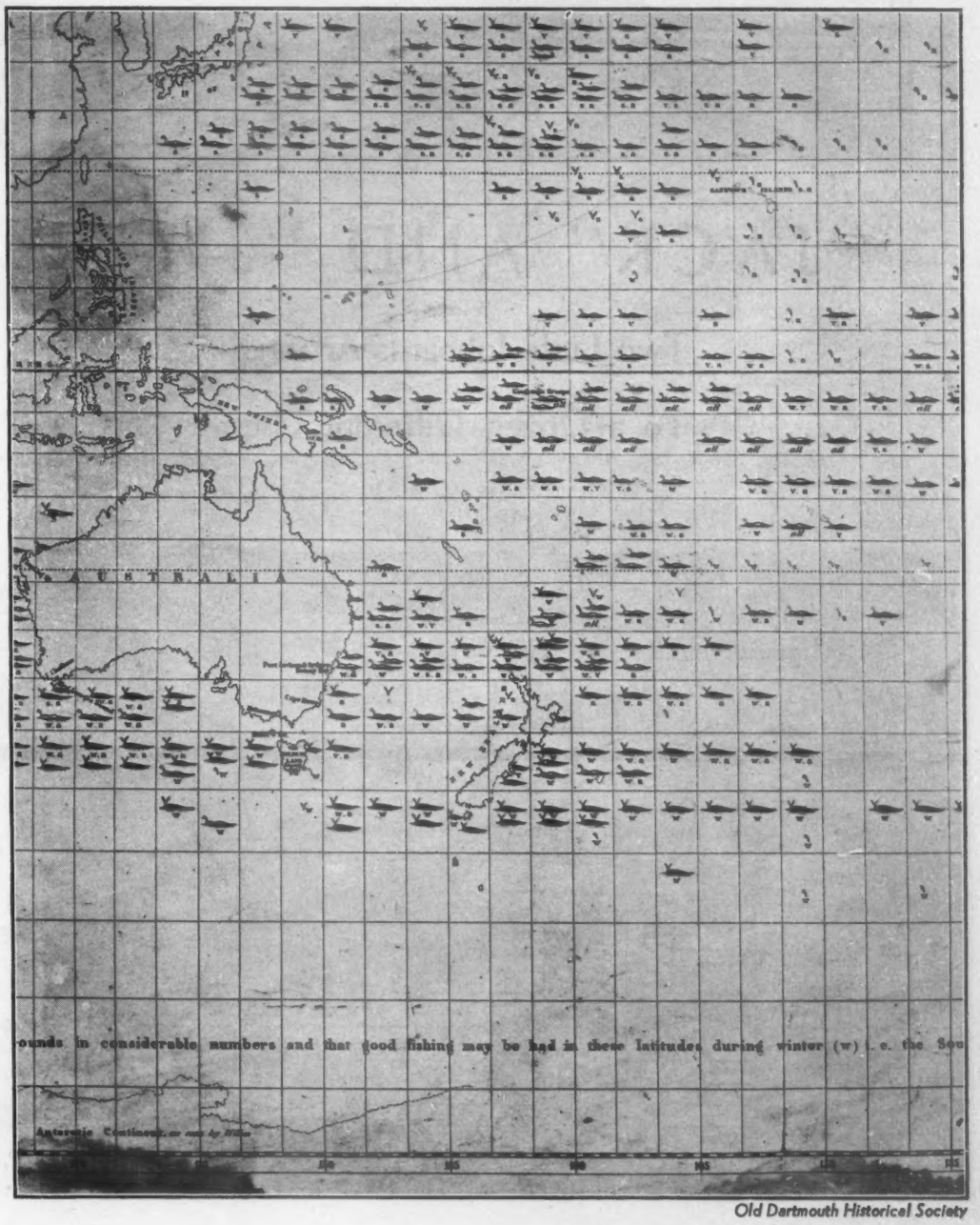
As a result of a sincere interest in the convicted man, several of his friends made claims that there was some evidence to prove that not Plummer but the Chief Mate, Nelson, was instigator of the mutiny and had subtly executed the taking of the vessel. When the court convened on April 21st and Justice Clifford instructed the clerk to ask Plummer if there were any reasons why the sentence of death should not be passed, Plummer reaffirmed these contentions in a startling statement. Officials occasionally nodded to one another as they listened to a young man, doomed to hang, offer a plea that he trusted would mitigate the severity of the sentence meted out to him. Plummer's statement read as follows:

"I object to death because I am not guilty of the death of Captain Archibald Mellen. His blood does not rest on my hands. I, and others, went down into the cabin of the *Junior* that night, not with the intention of committing murder but for the purpose of taking prisoners and securing the Captain. The firing of weapons was accidental and arose from a derangement of the plans agreed upon. The shot that I fired in the dark did not hit or wound Captain Mellen. Captain Mellen died from hatchet wounds inflicted by another person who later boastingly showed blood on his guernsey frock, declaring it was the Captain's.

"That man was Charles Fiefield whom I generously, but unwisely, screened from suspicion, assuming his crime, that he might be protected from others in the crew who wished to do him harm.

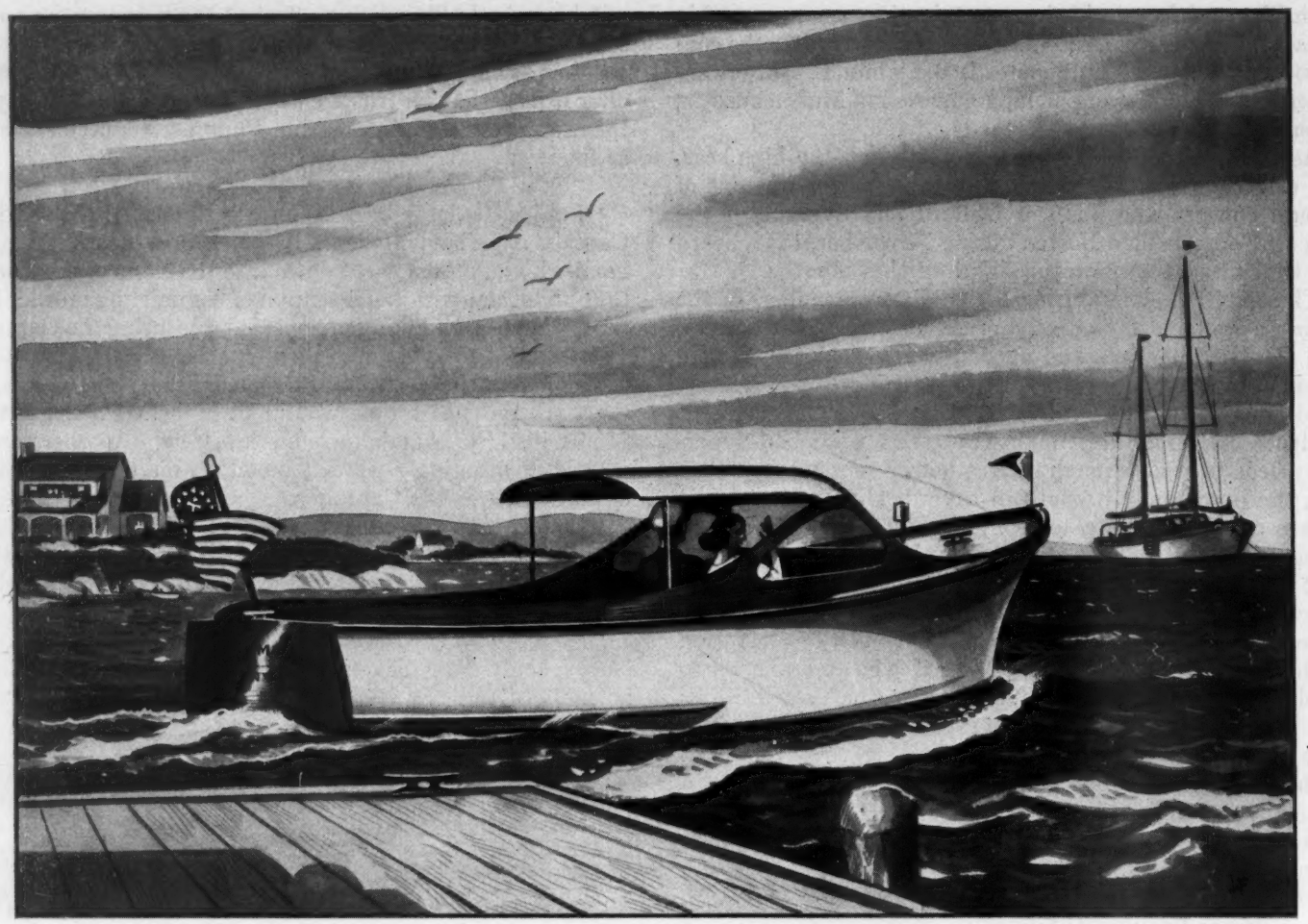
"I have been convicted by the perjury of that man. He has wickedly sworn his own crime upon my head and I am not guilty."

(Continued on page 164)


AUSTRALIA
ounds in considerable numbers and that good fishing may be had in these latitudes during winter (w) i. e. the Sou
Antarctic Continent

A part of one of Matthew Fontaine Maury's charts, showing the seasonal distribution of whales. Sperm whales are white, with a single spout; bone whales are black with double spouts. The letters denote seasons: "v," spring; "s," summer; "a," autumn; "w," winter, and "all," all seasons

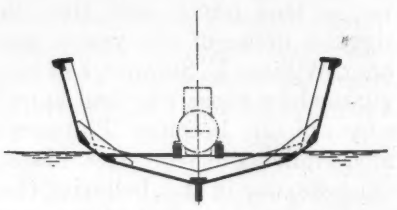
Old Dartmouth Historical Society

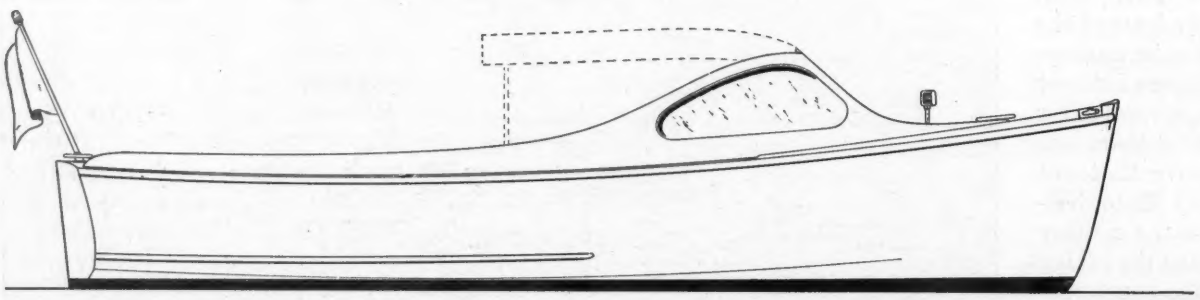


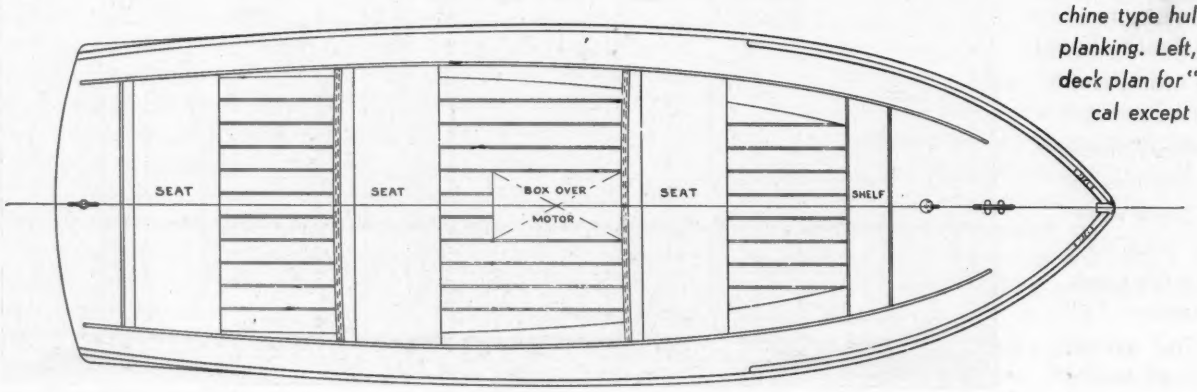
"JACK" AND "JILL"

Two Little Inboards Adapted

To a Dozen Different Uses







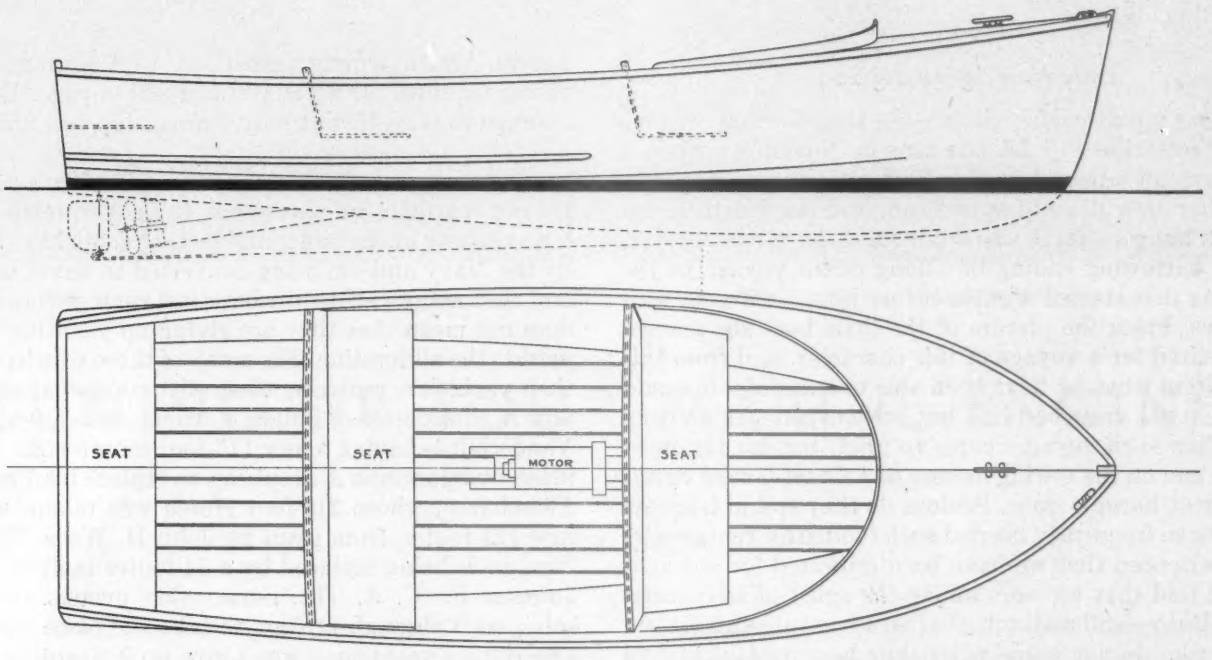
The midship section showing the double chine type hull for waterproof plywood planking. Left, profile and cockpit and deck plan for "Jill." The hulls are identical except for transom and deck

OUT near Ardmore, Oklahoma, there's a new man-made lake. Near it live two high school boys who have never seen the sea but who have always had a hankering for boats. Last year they got a real dose of the "bug" when they built a little rowing skiff. Incidentally, this exploit showed them that the question of design involves a lot more than mere figures for length, beam, depth, etc. Now they've got a buyer for the skiff and they're on the lookout for something larger — with a motor. They want to do some exploring along the shores, spend a week or so at the camping grounds down at the other end of the lake — and possibly even sleep and "cruise" in the boat. They're wondering where to get plans for the boat they want to build.

Down on the shores of Chesapeake Bay there's a whole family of experienced sailors who are also looking for a new little boat. They have a fine big home tucked away in the woods on a little cove. Dad has a cruiser, two of the lookout for something small which will be available to a limited budget and in which they can take a few friends out for a tour of the local fleet on warm evenings, and for fishing in the spring and fall. The main idea is to get on the water, somehow.

It's not one couple — there are thousands; not one family needing an all 'round utility boat — but hundreds, from Maine to Virginia and on to Florida, the Pacific Coast and back to the Great Lakes. Two boys in Oklahoma are mentioned, but there are scores of others in practically every state in the union who dream the same dreams. Literally, there are thousands of people who would like to have a little motor boat for tender service, transportation, fishing, exploring and all 'round utility use. Many would like to take a crack at building the boat themselves; others can afford it only by doing it that way; still others would like to turn

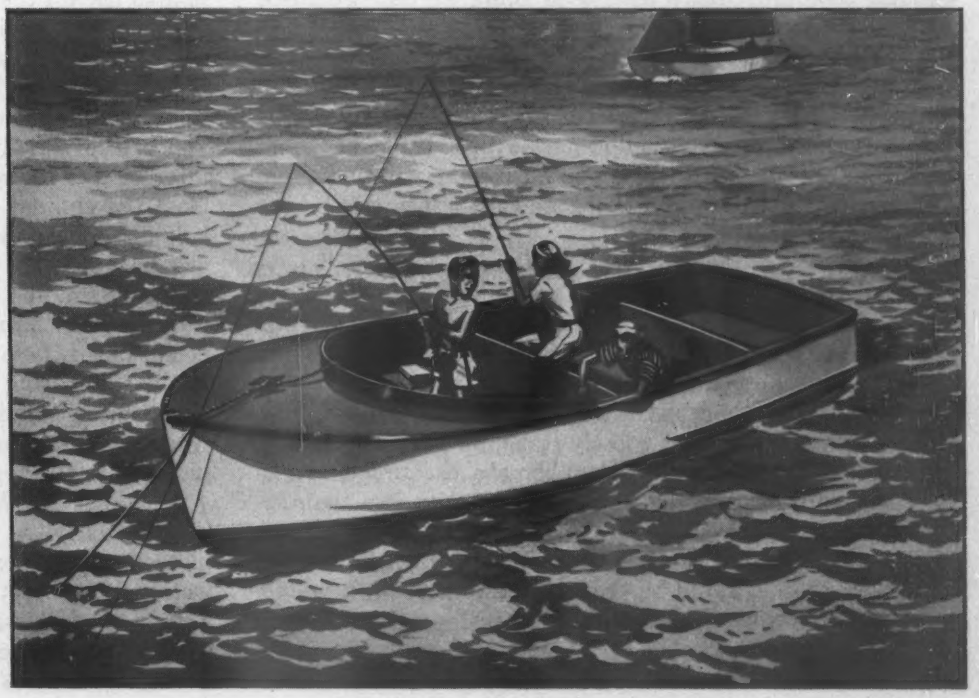
(Continued on page 154)



"Jack," with flat transom and wide, open cockpit, is intended for utility service. Below, simplicity of operation and moderate speed should make "Jack" an ideal boat for youngsters. Complete plans for both boats, intended for amateur building, have been prepared by their designer, Philip L. Rhodes of Cox and Stevens, Inc.

youngsters have their own racing boats and there are two or three old skiffs around the place. It's nine miles around to town by land; by water, the distance is only one mile, a stretch that is easy and protected. Then, too, it's over two miles out to the starting line for the youngsters' races and they are mighty long miles when the wind is fickle and flat. A little boat with a motor in her would have won the season championship for brother by getting his boat out to the starting line in time for that last race. And speed doesn't matter at all on those runs over to town — it would take only a few minutes, anyway.

On a Long Island Sound harbor there's a young couple who look forward to the day when they can have their own cruiser. It won't be this year — and probably it won't be next — but at present they're on the



EDITORIAL

Little Men Against Big Seas

THAT was a particularly distressing tragedy that was reported from the Fiji Islands late in November when a little American yacht drifted ashore on Vanua-Levu with three of her crew dead of starvation, and the fourth so far gone from hunger that it was doubtful if she would recover. It was a harrowing ending of a long ocean voyage to the South Seas that started months before from California with high hopes. From the picture of the little boat she seemed most unsuited for a voyage of this character, and from this fact and from what we have been able to ascertain, it would appear that the crew had had but little experience on deep water. Often such voyages come to grief, but for the most part they end on the towing hawser of a Coast Guard cutter and no great harm is done. Seldom do they end in tragedy.

We have so frequently decried such foolhardy ventures by the inexperienced that we have been criticized for our attitude, and told that we were killing the spirit of adventure. Perhaps! But we still maintain that an adventure undertaken by those who do not know what they have to face and to prepare for is nothing short of foolhardy. That this point of view is shared by seafaring men is evidenced by a letter from Captain C. R. Moller on the subject. He writes:

"A short while ago it was said by a good authority that enough discouragement had been flung at our would-be world voyagers. I don't think so.

"Even in the case of the would-be world voyager who 'has what it takes,' a little cold water thrown on hot schemes can do no harm. It will more than likely serve to fire him with determination to prove the doubters wrong. If it makes him take stock of himself and his equipment, he will find room for improvement here and there, and his cruise will be the better for it.

"In the case of the other kind of a would-be Magellan — the kind that are also only would-be sailors but have done nothing about it — no amount of discouragement on our part can be too strong. This kind is heading for disappointment and discouragement anyway. Far better that they be headed off by us, than by the elements on their first week at sea. And this they are very likely to be, for the sea does not handle novices with kid gloves. When *she* discourages them, they will know it, and they will never be the same again.

"I love the sea. Two-thirds of my life so far has been lived on it, and I hope that I may spend the rest of my life on it, or very close to it. I would be the last one to prevent a young man from following the sea, if he has a real love for it. But I would not spoil a boy's chance of becoming a good seaman by making a poor skipper of him before he is ready to shoulder the responsibilities of being master of his own little vessel. Let no 'game' young man think that courage is the one prime requisite for a successful world voyage. He will need courage to start it, but only seamanship will finish it."

New Yachts for Old

IN the rearmament plans that the government has under way, many of the larger and faster yachts have been taken by the Navy and are being converted to naval use. But the fact that many yachtsmen have lost their yachts in this way does not mean that they are giving up yachting — if you'll pardon the alliteration. For many of those who have given up their yachts are replacing them with somewhat smaller craft now in the process of building. To mention a few, Harold S. Vanderbilt is having a new 115-foot motor-sailer built, from plans by Sparkman & Stephens, to replace his *Vara*. Max C. Fleischman, whose 218-foot *Haida* was taken, will have a new 127-footer, from plans by John H. Wells. The 107-foot *Trouper* is being replaced by a 44-footer built by Hubert S. Johnson for C. A. Tilt. Some other owners are acquiring other craft through brokers to take the place of those lost. One thing a yachtsman won't give up is yachting.

Carrying On

IN spite of the fact that yachtsmen in the British Isles, and in the invaded countries bordering the North Sea, have had to lay up their boats "for the duration," and in great numbers are serving with their country's armed forces, no one would guess this fact from reading the boating magazines of those nations. In those that still come to our desk practically no mention is made of war, bombings, naval work or any of the varied activities in which every sailor is vitally interested or taking part. Instead, one would hardly suspect from the content of these magazines that yachting wasn't being carried on as in normal times. Here are found cruises, accounts of yacht club meetings and elections, discussions of yacht design, and the thousand and one things that interest the sailor and bring him recreation. They are truly a wonderful breed these British, Dutch and Scandinavian sailors. In the advertising pages, as well, there is hardly a hint of the part that the builders of pleasure boats and engines are playing in national defense. Just "yachting as usual" to judge from the copy they use.

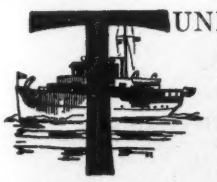
Yachting Monthly, *The Yachtsman*, *Yachting World*, arrive regularly, as interesting as ever, even if run with depleted staffs. From Holland came *de Waterkampioen*, for October 26th, pretty thin to be sure, but carrying no hint of war or of what that country has gone through. And in December came the May issue of the Belgian magazine *Wandelaer et Sur L'Eau*, perhaps the last to be published in that over-run country. Where has it been all these months?

High speed requires a smooth-running power plant. Two Gray 8–175 engines drive this Gar Wood Overniter 40 m.p.h.

TUNING UP YOUR MARINE ENGINE

By

CONRAD MILLER



TUNING up an engine requires a good ear and a knowledge of the functions of the various parts and accessories of a motor; aside from that, no special skills are required. While trouble shooting is the art of trouble diagnosis, and overhaul is the work of rebuilding a motor, tuning up is the delicate job of putting all the adjustments in "set." The task should be done with painstaking care and accuracy; the results will justify the time spent. The procedure of tuning up should include the following points:

CLEANING AND ADJUSTING OF THE SPARK PLUGS. The first step in tuning up is to make sure that the spark plugs are in perfect condition. If the electrodes are burned or pitted, the plugs should be renewed. If any plug shows cracking of the porcelain insulator, it must be discarded. If plugs continually burn out in less than 150 hours, a cooler plug (plug with lower heat range number) may be tried. The plugs must be cleaned of all soot and carbon and the gaps be set at exactly the clearance specified by the motor manufacturer. No guesswork or "thin dime" settings will be correct; use a good wire type feeler gauge and know that the gaps are properly spaced.

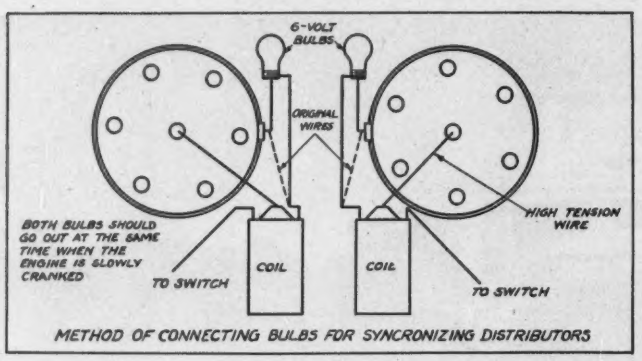
SERVICING BREAKER POINTS. To insure hot ignition, the breaker points must be clean, parallel and evenly seated. If inspection reveals that they are dirty, they must be cleaned with a cloth. If they are pitted and are not seating properly, it is better not to try filing or grinding the points as it is almost impossible to make them seat properly again. The best procedure is to install a new set. If the points are only slightly pitted and roughened, dressing off on an oilstone will restore a good breaker surface. All oil *must* be removed from the surfaces before the points are put back in service. A slight metallic looking tarnish on the contacts is normal and is not an indication of burning. If points burn out and pit too quickly, the ignition system should be provided with a new condenser.

When the contact surfaces are in good shape, the clearance should be accurately adjusted with the aid of a flat thickness or feeler gauge. Proper point clearance has a bearing upon correct coil saturation and general ignition performance. The clearance should be measured and set when the points are open to their maximum clearance; that is, the clearance measurement must be made when the point follower is on top of the breaker cam, not when it is on the flat.

ADJUSTING IGNITION TIMING. After the points have been adjusted, the timing of the ignition must be set. This is an important operation. Most engines have a marked flywheel and a stationary pointer on the block. The spot on the flywheel marked "Ign" should line up with the pointer just as the points are *starting* to break contact.

One way of finding the exact time at which the points break is to slip a thin strip of cellophane between the points and then crank over the engine slowly. A few degrees before the flywheel mark lines up with the pointer, the cellophane should slip out from between the points.

Another way of doing the same job is to have the ignition



METHOD OF CONNECTING BULBS FOR SYNCRONIZING DISTRIBUTORS

switch on as the engine is slowly cranked over by hand. While the points are closed, the ammeter will show a discharge; however, the instant the points break contact upon opening, the circuit is broken and the ammeter will drop to zero. Accordingly, the ammeter should drop suddenly to zero when the flywheel (or other) markings indicate that the points are due to open. Retarded spark timing is indicated by having the ignition markings lined up but the ammeter still showing a discharge. Advanced timing is shown by the ammeter dropping to zero *before* the allotted time.

Adjustment to the ignition timing should be made by rotating the distributor housing or by changing the position of the point plate, according to the means provided. Timing adjustment must never be made by changing the clearance of the breaker points. Points should always be maintained at the recommended clearance.

Engines which are provided with dual ignition and two plugs per cylinder must have their sparks synchronized. Synchronization of the spark timing between both plugs is important because if the timing is "out of step" the engine will have a tendency to knock and will lose power.

To synchronize spark timing:

1. See that the ignition breaker points in both distributors have exactly the correct clearance.
2. Time one distributor correctly with reference to proper timing marks.
3. Put thin cellophane strips between the points in both distributors; put tension on both strips and have the engine slowly cranked. If both strips are released at exactly the same instant, the two distributors are "in time." If, however, the second distributor releases early or late, the timing is not correct and the distributor must be rotated and reset until both strips of cellophane are released at the same instant.

If the engine is equipped with one magneto and one distributor, the same method of synchronization may be used.

If the engine is equipped with a single "dual" distributor containing two sets of points, the cellophane strip method of synchronizing may be used. In this particular type of distributor, synchronization must be brought about by minor adjustment of the point clearance.

Engines having two distributors or one "dual" unit may have their timing synchronized by placing a 3-candle power light bulb of the 6-volt type in the primary circuit of the ignition system. Each distributor is so equipped. When the points are closed, the flow of current to the coil will cause the bulb to glow. As soon as the points open, however, the circuit is broken and the bulb will go out. The timing is adjusted so that, when the engine is slowly cranked, both bulbs go out at the same instant.

A running test should be made to determine whether or not modifications in the timing are necessary for best performance. Modification may be necessary because of engine loading which permits the engine to overspeed or underspeed at full throttle. Variation of temperature of running and of mixture strength may also affect the spark timing.

In making a running test for further adjustment of spark timing, the boat is run out to open water. With the engine fully warmed up, the throttle is opened wide. If the engine has absolutely no tendency to knock or tinkle when wide open, slowly advance the spark a few degrees. If the additional advance causes the engine to pick up speed without knocking, set the distributor at the new advanced point. If additional advance causes knocking, retard the spark until the knocking is just suppressed. If the open throttle test indicates that the engine knocks, the spark must be retarded just enough to "kill" the pinging. If too much retardation is necessary to subdue the pinging, the cylinders may be foul with carbon, the mixture may be too lean, the spark plugs may be too "hot," or the gasoline being used may be of poor anti-knock quality. Then, too, the engine may be turning too large a propeller which causes overloading.

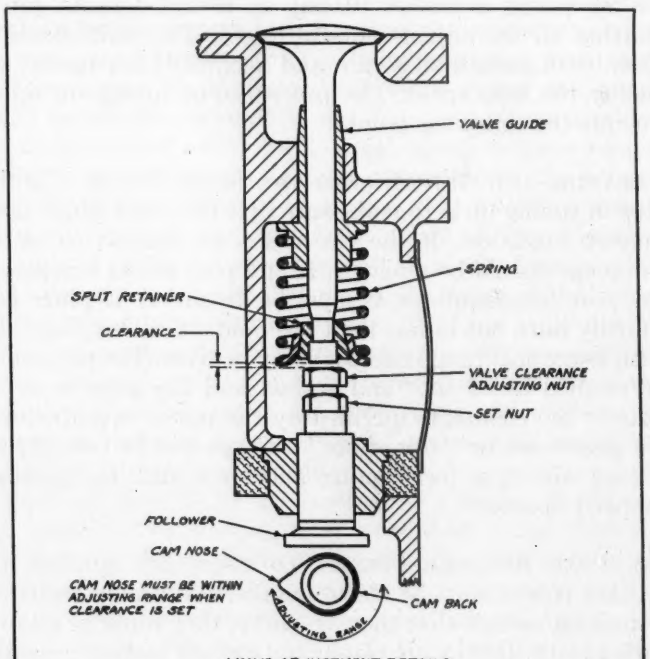
Advancing the spark past the point which gives maximum power is undesirable even though knocking is not evident. Rough running, high cylinder pressures, overloaded bearings and poor idling are a result of too much advance.

ADJUSTING A CARBURETOR FOR IDLING PERFORMANCE. Warm up the engine to normal running temperature. Turn the throttle plate stop screw in or out until the engine is idling at the desired speed. Next, turn the idling mixture control to the right until the engine runs smoothly without missing or "rolling." If turning to the right causes the engine to run more roughly than it did originally, turn the adjustment back to the starting point and slowly screw to the left until smooth idling is obtained. A little experimenting will soon indicate the proper setting. In the case of double barrel carburetors or engines having two carburetors, each idling mixture screw should be adjusted by itself until smoothest idling is obtained from that jet; then another screw adjusted, and so on until all idling adjustments have been set.

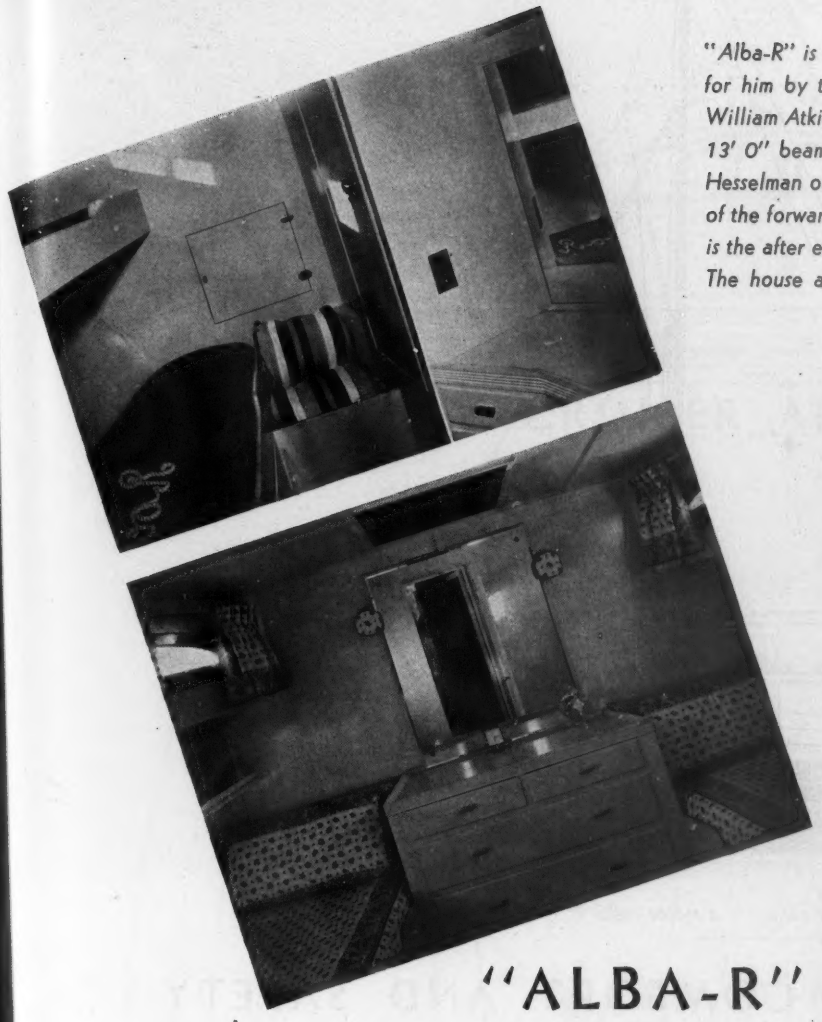
If no setting be found which will give smooth idling, one of the following things may be the matter:

1. Dirt in the carburetor. Clean.
2. Foul or maladjusted plugs. Clean and gap.
3. Dirty, pitted, misadjusted ignition breaker points. Clean and adjust or install new points with correct gap.

(Continued on page 167)



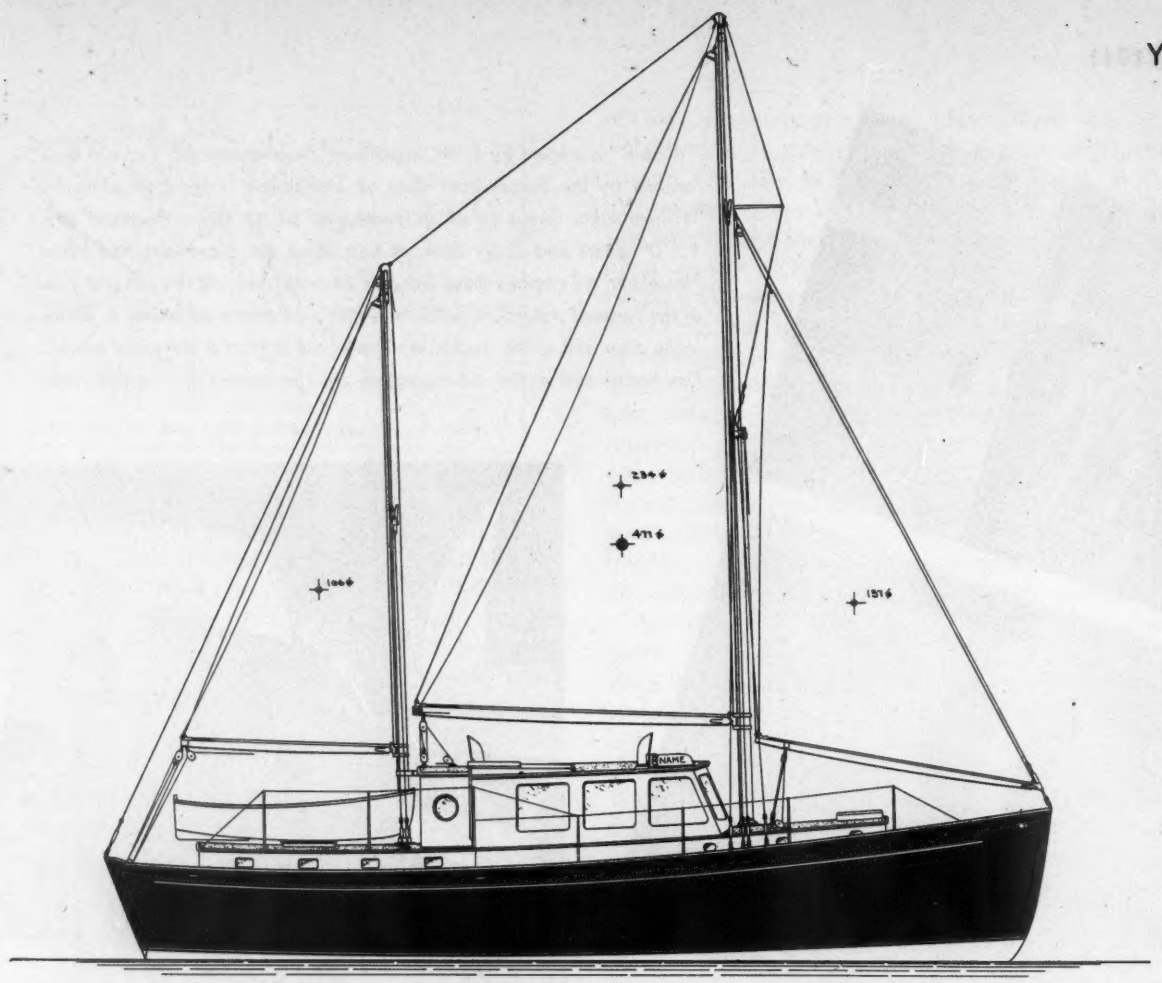
VALVE ADJUSTMENT DETAILS



"Alba-R" is owned by S. W. Robertson, of Minneapolis, and was built for him by the Burger Boat Co., of Manitowoc, Wis., from plans by William Atkin. She is 44' 6" in length over all, 41' 0" on the water line, 13' 0" beam and 3' 0" draft. A pair of 65 hp. 6-cylinder Red Wing Hesselman oil engines drive her at a 14-mile pace. At the left is a view of the forward stateroom, with the owner's stateroom aft below it. Below is the after end of the deckhouse and at the bottom is the yacht herself. The house and entire superstructure are carried out in sweeping lines.

"ALBA-R"

Graphic Arts Studio



She is a seagoing power cruiser with steadying sails, not a motor-sailer in the true sense

A DESIGN FOR CRUISING COMFORT AND SAFETY

THE boat shown here is essentially a heavy seagoing power cruiser with ample sail for steadying purposes and for heaving to when at sea. Although she embodies many of the characteristics and advantages of a motor-sailer, her designer, John G. Alden, of Boston, did not intend her as one in the true sense. The plans show a husky, comfortable craft ideal for extensive cruising. Sail area is 477 square feet.

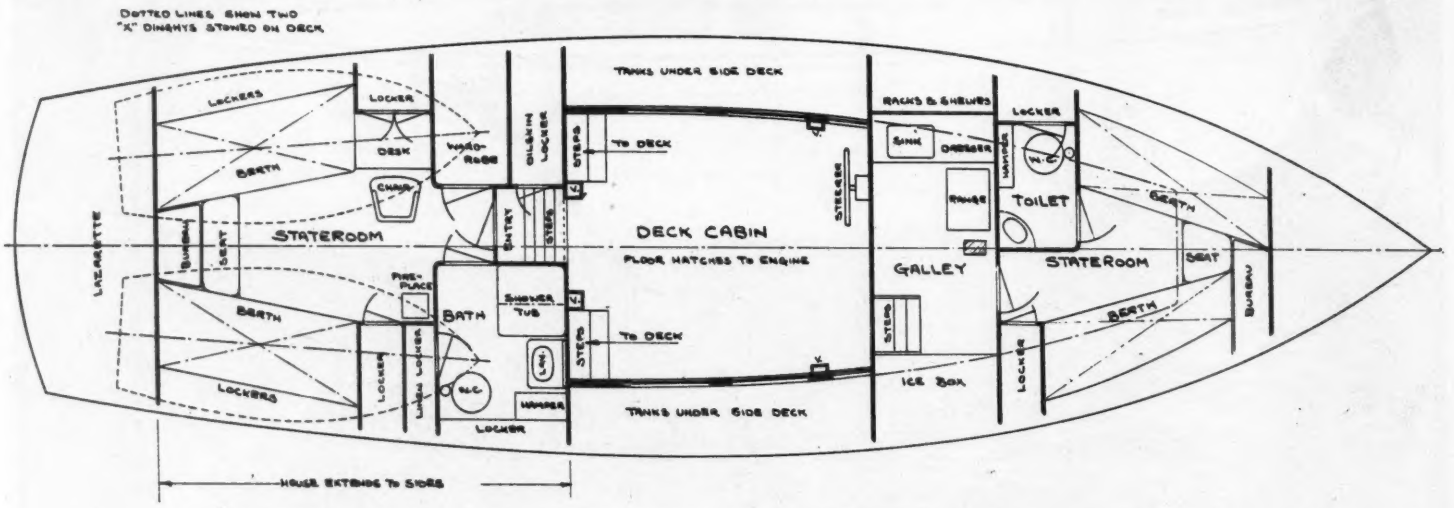
Her principal dimensions are: Length over all, 45′ 0″; length on the water line, 41′ 0″; beam, 13′ 0″; draft, 5′ 0″.

She reflects her purpose throughout, being intended to be used as a floating home for six months of the year and to be run without a paid hand. In spite of her length of 45 feet and her broad beam, there are but four berths. The result is extra stowage space, extra room per person and added comfort — all so necessary over an extended period of time. Noteworthy in this connection are the two toilet rooms, the shower tub, the desk and chair in the owner's stateroom, a fireplace, a great number of lockers and a huge wardrobe, as well as the spaciousness in general.

A glance at the plans reveals the after stateroom to be especially comfortable, embodying many of the conveniences noted above. It has been given added spaciousness by extending the after part of the trunk cabin to the sides of the boat. The deck cabin may be used as pilot house, dining saloon and living quarters. The large windows provide good vision and can be opened for ventilation and yet remain protected from insects by screens. The galley is of adequate size, as is the completely equipped forward stateroom.

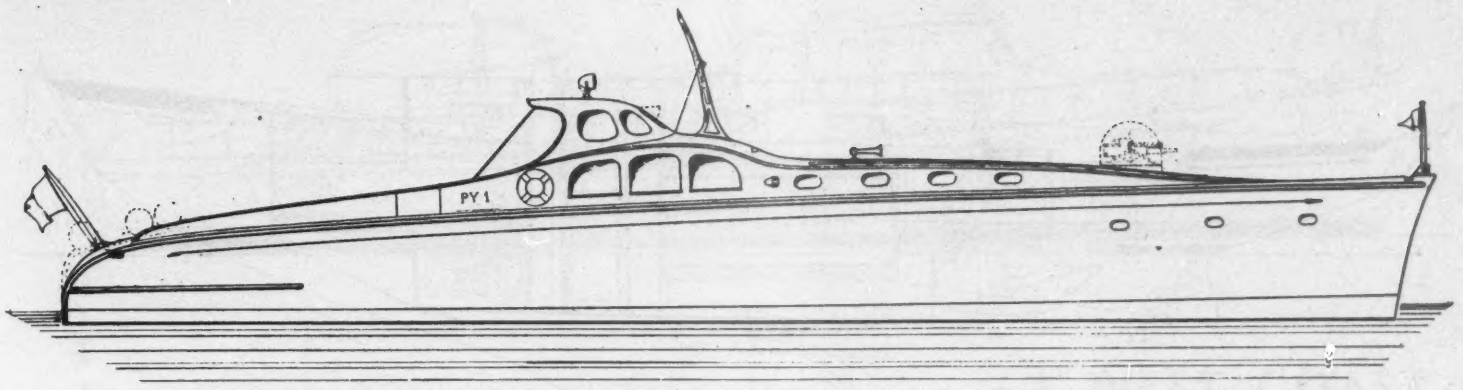
The engine is a Gray 6/91 with reduction gear. This will give a cruising speed of 10 to 11 m.p.h. If more power is desired, the engine room is sufficiently large to house twin screws or one of the small Diesel engines available.

Two 11½′ Class X dinghies are carried on top of the cabin trunk as shown. The new yacht's construction will be on the heavy side, with oak frame and mahogany plank.

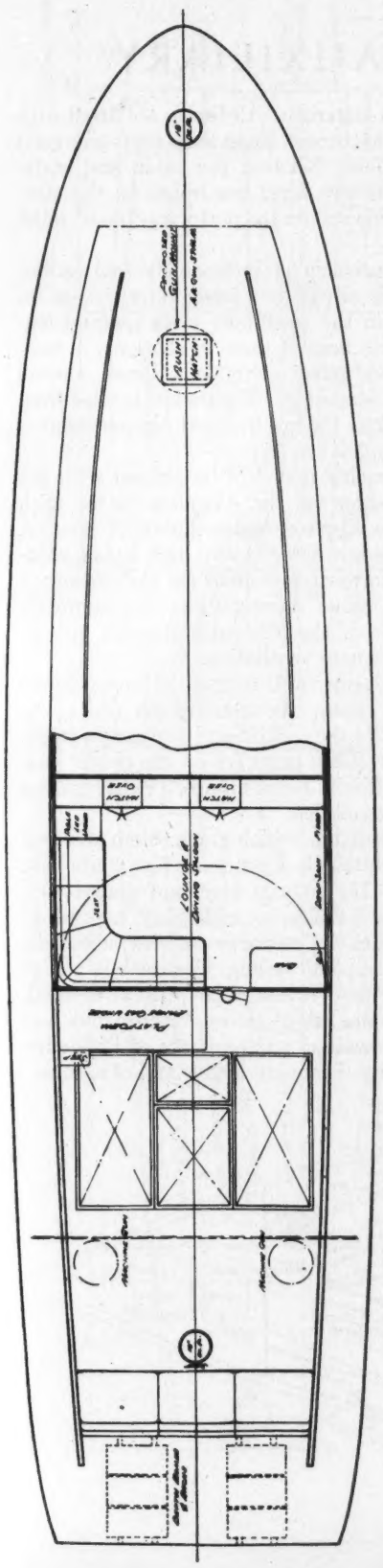


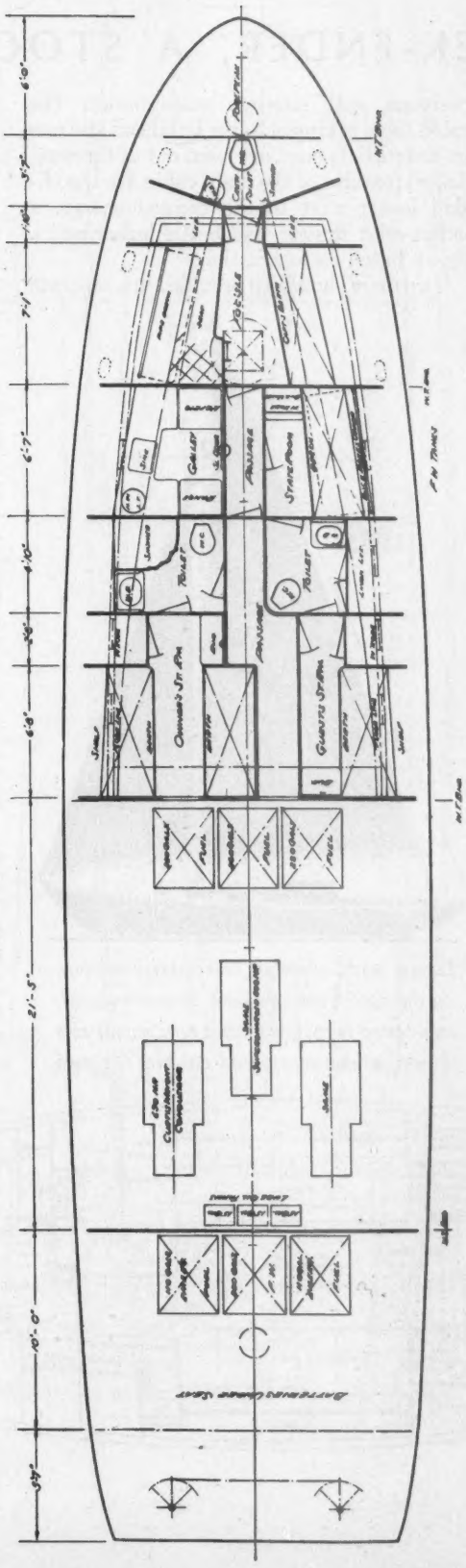
The accommodation plan reveals the added comforts and spaciousness desirable for extensive cruising

The plans reproduced in this section are the property of the designers under whose name they appear. For further information concerning any design address the naval architect in question.



AN EXPRESS CRUISER ADAPTABLE TO NAVAL USE





THE plans on this page, from the designing board of John H. Wells, Inc., of New York, show a modern type of triple screw express cruiser, designed in accordance with the ideas of her owner, David Gerli. The profile reveals a rakish, streamlined hull which appears practical as well. This new yacht may be readily and quickly adapted to government service in time of emergency, which is the owner's main purpose in building a new boat at this time. She follows naval load requirements for vessels of her size and type and is suitable for mounting depth bombs aft and a gun forward, as indicated in the plans.

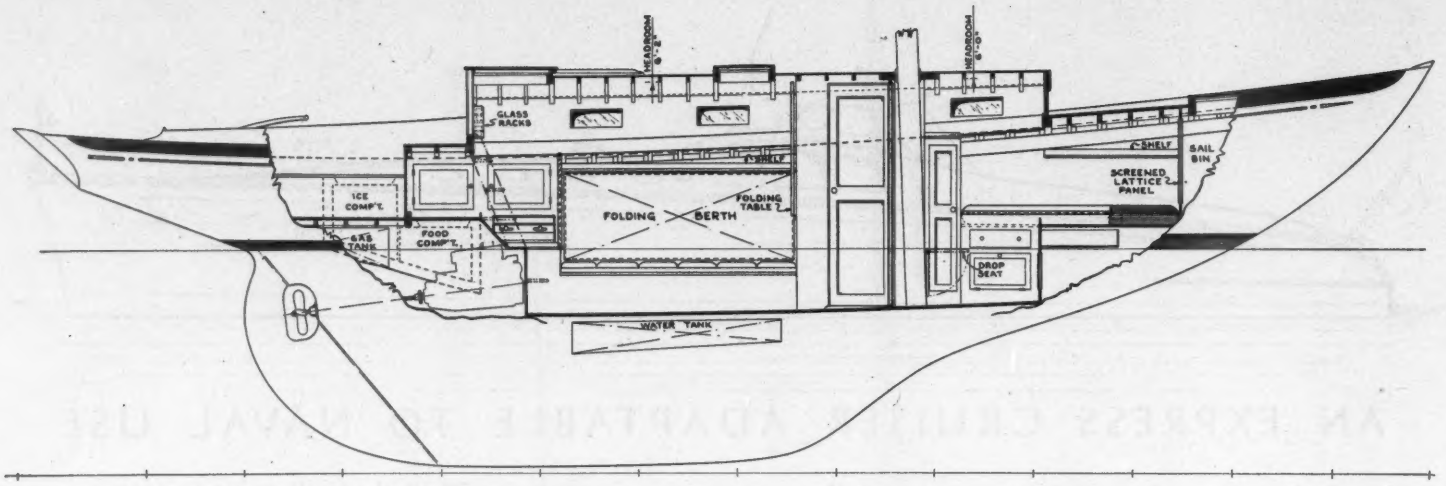
The principal dimensions for the new boat call for an over all length of 76′ 3″, a beam of 18′ 9″ and draft of 4′ 0″. Powered with three Curtis Wright Conqueror motors, developing a total of over 2000 hp., she is expected to travel at a 45 m.p.h. pace. The engine beds are so designed that this power may be readily increased by the installation of larger motors at any time. Three regular gas tanks, totalling 700 gallons capacity, are included along with lubricating oil tanks in the huge engine room. Two 110-gallon emergency fuel tanks and a 200-gallon tank for fresh water are carried in the after compartment.

The construction embodies several interesting features. Planking is double, with a lining of silk between the two layers, instead of the usual cotton. Four watertight bulkheads are fitted, dividing the hull into five watertight compartments.

The designers have found it possible to arrange unusual accommodation for the owner, following his own ideas, without sacrificing either speed, strength or seagoing qualities. Owner's accommodations call for a large double stateroom with connecting toilet and shower bath. There will be a double and a single guest room, also with adjoining toilet room. Sleeping accommodations for five in the owner's party and two in crew are provided. Galley and crew's quarters are forward, with the dining room and lounge in the sunken deckhouse. This deck cabin is spacious for a boat of such extreme design and yet blends in smoothly with the streamlining.

The new craft will be a notable addition to the growing fleet of Naval Reserve vessels.

The profile reveals a rakish but seaworthy hull. Comfortable accommodations have been blended in smoothly. The plans have been copyrighted by the designer



Headroom of 6′ 2″ is provided in the main cabin and 6′ 0″ in the stateroom, with no step in the floor

THE NEW WEEK-ENDER, A STOCK AUXILIARY

HERE is a newcomer to the field of moderate sized auxiliaries, designed by Philip L. Rhodes of Cox & Stevens and built by Palmer Scott & Co., of New Bedford, Mass. She is called the New Week-Ender and is sponsored by Donald B. Abbott who, in 1937, developed the popular Week-Ender. The new yacht, with longer ends and numerous refinements gained by experience, gives full indication of living up to the well-known name part of which she has adopted.

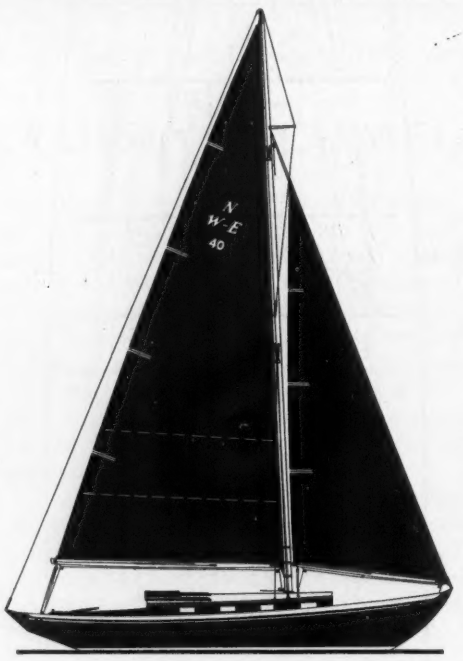
Her appearance is especially pleasing. A generous overhang which should prove effective in a seaway has the further advantage of drawing out the lines and preventing the necessarily high freeboard from seeming excessive. A pleasing sheer and the modern rig make her more appealing. The cockpit is of adequate size and of the sunken variety.

The rig, having a club jib and permanent backstay and with both sheets leading aft to the cockpit, permits the boat to be handled by one person. She carries 660 square feet of sail.

Principal dimensions of the new boat are: Length over all, 38′ 10″; length on the water line, 27′ 0″; beam, 9′ 9″; draft, 5′ 10″. She has 6′ 2″ headroom in the main cabin and 6′ 0″ in the stateroom. Iron ballast of 6980 pounds is carried on the keel.

Comfortable cruising accommodations for four persons are provided. The main cabin berths are good sized and of a novel design which permits them to fold out of sight and form a back rest to the settee during the day. This arrangement enables them to stay made up and thereby saves bedding stowage space. The cabin settees are upholstered with 4″ cushions, with stowage space under. The cabin table is hinged to the bulkhead and can be instantly opened or closed out of the way. Added features of the main cabin are the oilskin locker next to the companionway, a buffet with drawer and bottle locker and a tip-up hatch for ventilation.

Two more berths are provided in a separate forward stateroom. All berths are fitted with spring mattresses. Eight large ports give good light below. Between the cabin and stateroom are two large wardrobes on the starboard side and on the port a good sized toilet room.



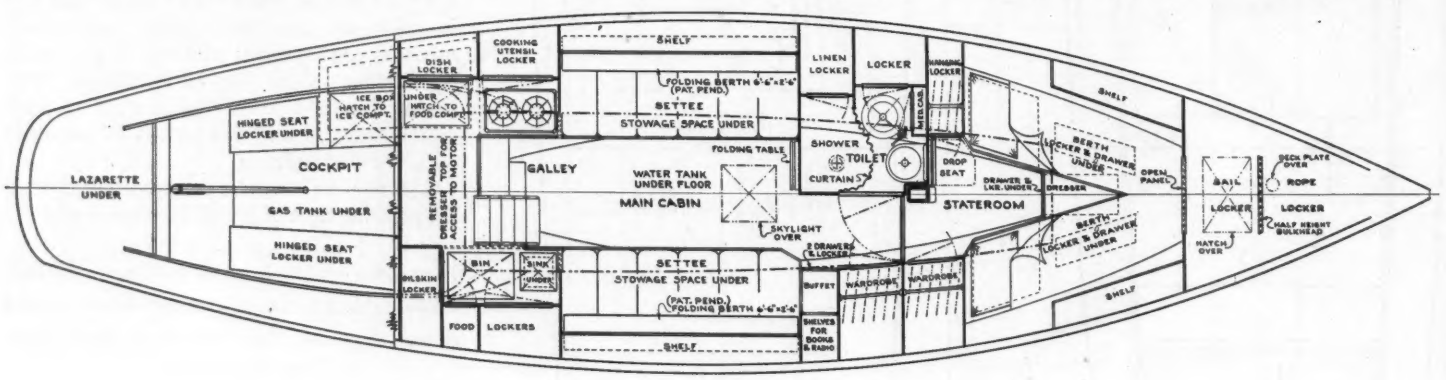
Longer ends, pleasing sheer and a modern rig distinguish the new boat. A conventional, time-tested layout, with such refinements as a shower, oilskin locker and sail bin, is shown

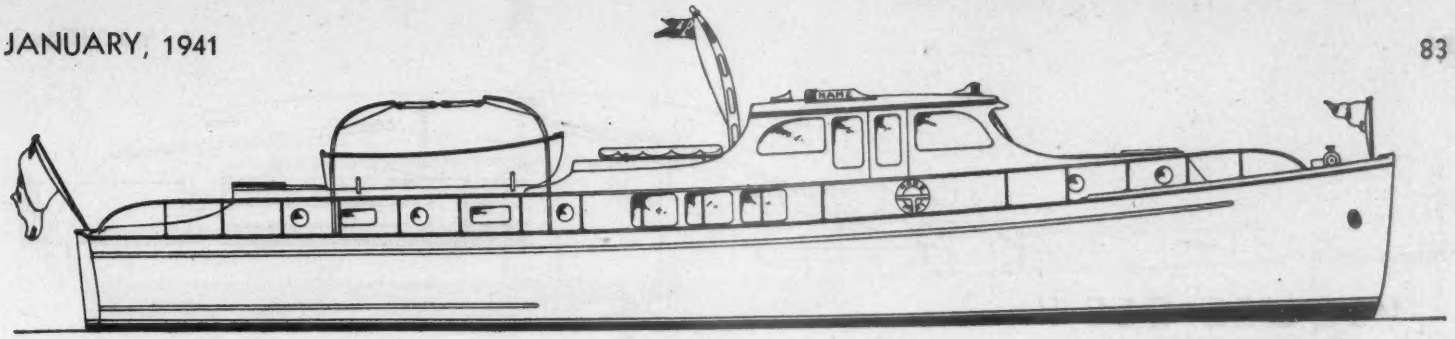
The problem of increasingly foul harbor waters is solved by a fresh water shower included in the washroom — an unusual feature for a boat of these dimensions. A well-equipped galley with two-burner alcohol stove is located aft. The ice box is filled from the cockpit though the food compartment is in the galley.

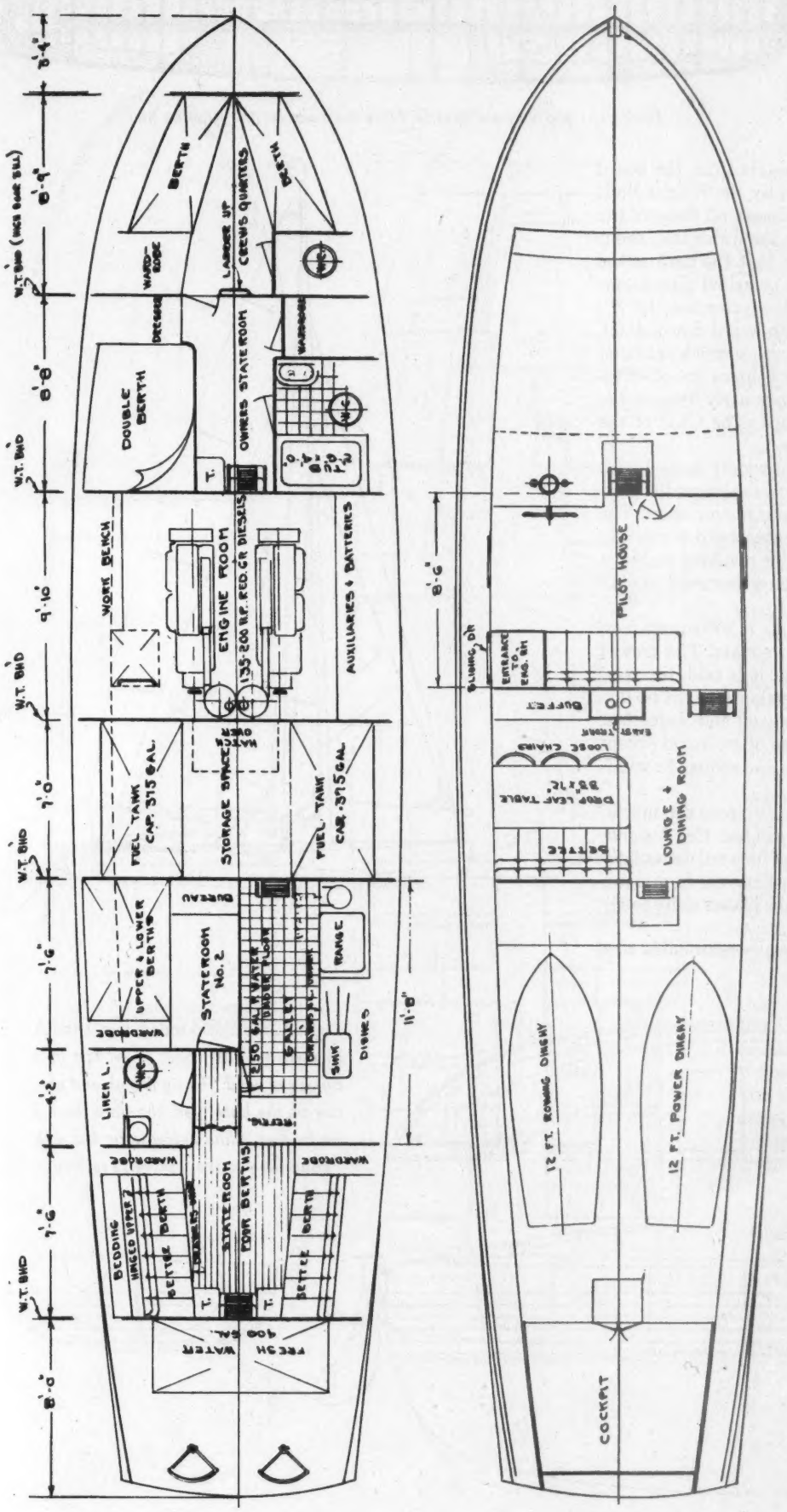
The racing man will be pleased with the low position of the 45-gallon water tank which is situated under the cabin floor. A light sail bin, with its own deck hatch, is included forward, just abaft the rope locker. A latticed panel screens these two compartments from the forward stateroom but allows adequate ventilation.

The engine, a Universal 25 horse power "Utility Four," is mounted on white oak beds under the cockpit and companion steps. It drives a 15″ propeller on the center line. The shaft is of Tobin bronze. Twenty gallons of gas are carried.

Construction is high grade. Stem and keel are of white oak. Frames are also white oak, 1⅝″ by 1⅛″, steam bent and spaced 10″. Planking is Philippine mahogany, to finish 1″ thick. Phenol plywood is used for bulkheads, lockers and hull ceiling. The deck is of ⅞″ Douglas fir or white cedar, canvas covered. Deck beams are of spruce. Cabin trunk and cockpit coaming and seats are of Philippine mahogany. Spars are hollow and of spruce.







A WEST COAST MOTOR YACHT

ON this page are the plans of a new twin screw motor yacht from the board of Edwin Monk, naval architect of Seattle. The boat was designed for Dr. E. C. Hackett, of Longview, Washington, and is now under construction at the yard of Lind Brothers, in Bellingham. The principal dimensions of the new cruiser are as follows: Length over all, 65′ 0″; beam, 14′ 8″; draft of water, 4′ 0″. Construction is to rigid specifications. The outside planking is of western red cedar and decks are of teak.

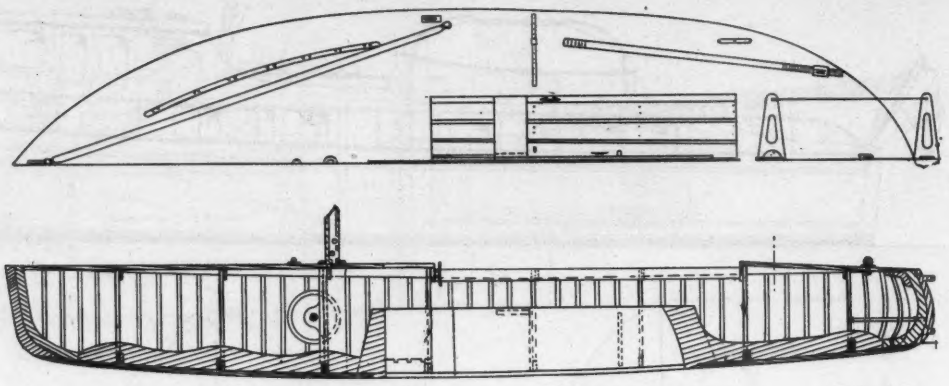
The power plant consists of a pair of Buda Diesel engines which develop 135 horse power each. The engines are fitted with reduction gears of 2:1 ratio and the yacht's designed speed is 14 knots maximum. She will cruise at a 12-knot pace. The fuel supply is 750 gallons, carried in two tanks in a compartment abaft the engine room, and the fresh water tank capacity is 650 gallons. There is a roomy storage space between the two fuel oil tanks and this compartment, besides keeping weight amidships, also serves to insulate the quarters aft from noise and heat from the machinery.

Below decks, the crew's quarters are arranged next to the peak bulkhead and are fitted with two berths, wardrobe and toilet. Next aft is the owner's stateroom, with a wide double berth and a bathroom adjoining. Abaft this is the engine room, with the power plant and all the auxiliary machinery, also a work bench, and then the storage compartment. Further aft is the galley, to starboard, and a guests' stateroom to port, with two berths. Aft is a four-berth stateroom the full beam of the yacht, from which a companionway gives access to the after cockpit. On deck, the pilot house is forward, over the engine room and with fine visibility all around the horizon. Abaft the pilot house and at a lower level is the lounge-dining room, arranged with settee, chairs, buffet, etc. Large windows give light and air.

Two boats are carried on top of the cabin trunk aft; one, a 12-foot power tender and the other a 12-foot rowing dinghy.

The new yacht has a bold sheer forward and a flush deck with a long cabin trunk and a cockpit aft. Left, deck and cabin plans of the new 65-foot Diesel cruiser designed by Edwin Monk

"SQUEE-GEE," A DOUBLE-ENDER



Deck plan and inboard profile. Note the yoke for the steering gear

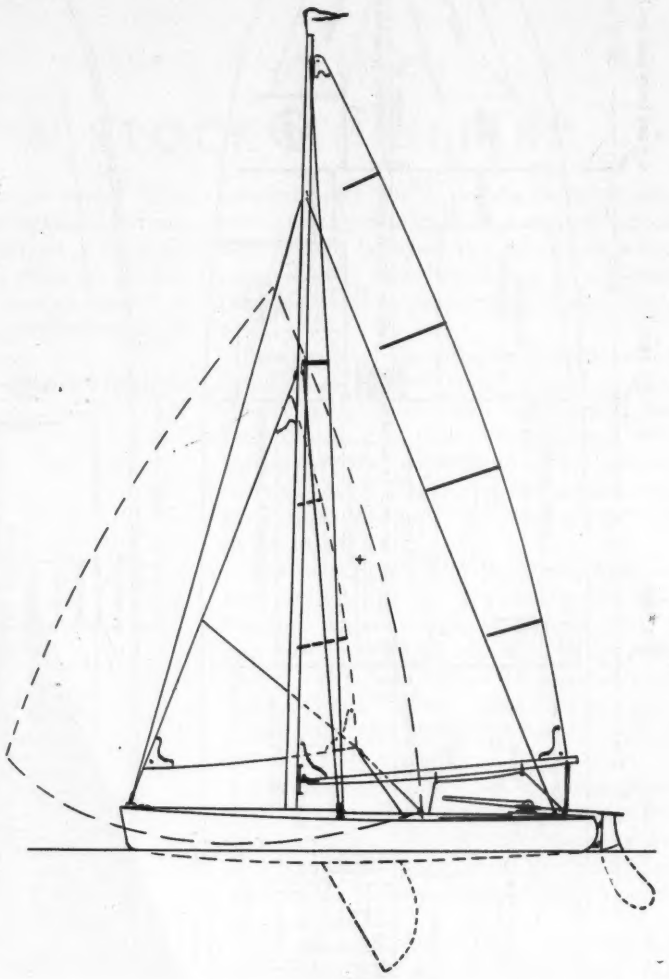
THIS little boat, the pioneer of a one-design class, is from the board of Murray A. Wright and has been constructed by the Wright-Built Boat Company, of Dundee, N. Y. Her lines were based on those of the sailing canoes used in international racing. Below the water line, she is fairly fine but she has been given a good flare so that the deck is the widest part of the boat except at the stern. Her principal dimensions are as follows: Length over all, 17′ 6″; length on the water line, 16′ 7″; beam, extreme, 5′ 10″; draft of hull, 6″; draft with board down, 4′ 6″. The centerboard weighs 115 pounds and is fitted with a winch actuated by a good sized pulley and lanyard. All the boat's centers are close together, the center of effort having a lead of approximately 3″ over the center of lateral resistance of hull and centerboard. The CLR of the hull is 15″ ahead of that of the centerboard alone.

The hull is framed with white oak, deep frames widely spaced with intermediate frames between, and where the main frames cross the keelson, the latter is increased in depth and notched down over them. The keelson is attached to the centerboard trunk. Centerboard trunk and rudder are of Philippine mahogany and deck, outside planking and trim are of white cedar, copper fastened. Decks are screw fastened and all fastenings are driven in drilled holes.

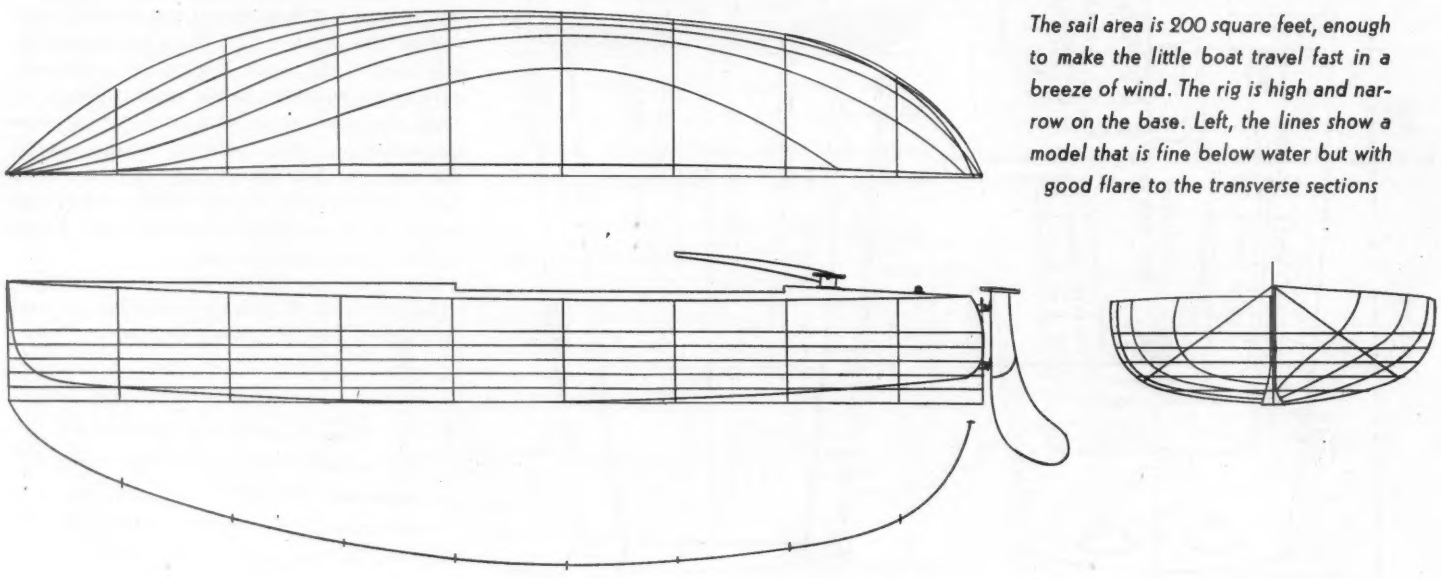
The total sail area, in mainsail and overlapping jib, is 200 square feet, 51 square feet of this being in the jib and 149 in the main. The area of the spinnaker is about 175 square feet. *Squee-Gee*, it is said, lifts and planes with the slightest effort and, with the spinnaker set, has no discernible tendency to yaw. On the wind, she points well and seems fast and carries practically none of the weather helm so often found except when she gets a knockdown in a strong gust; then she swings to windward of her own accord.

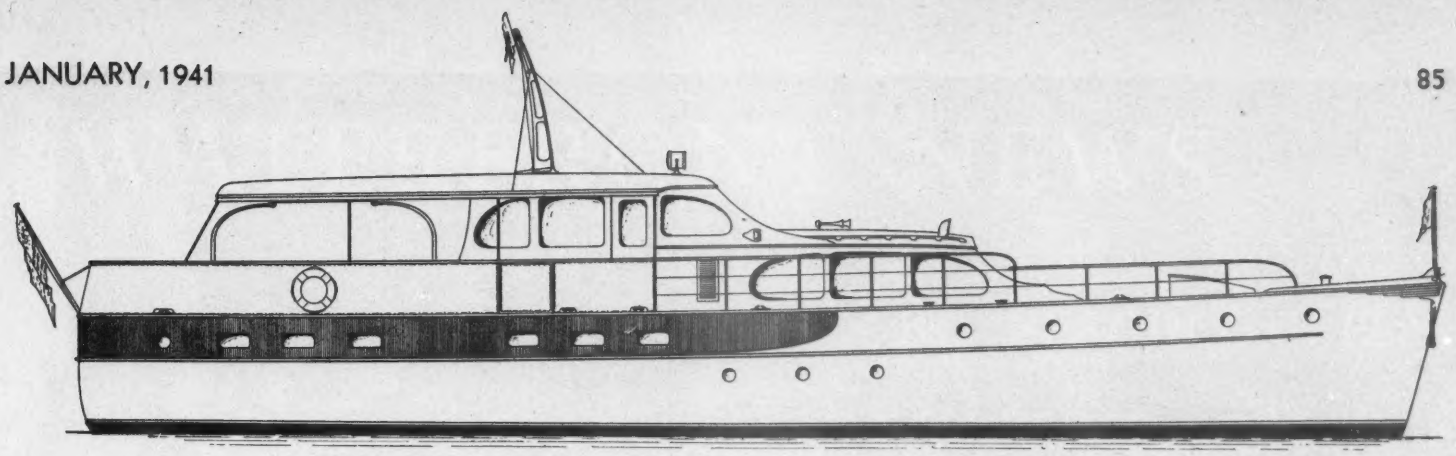
Complete, the boat weighs about 700 pounds and two men can unload her from the trailer, launch her, step the mast and sail her. Her designer writes: "Going to windward in light air, her fine lines forward cut quietly through the water but in a fresh breeze she puts her flat scow form down and seems to have a tendency to plane. Reaching, she planes quite easily and carries little weather helm."

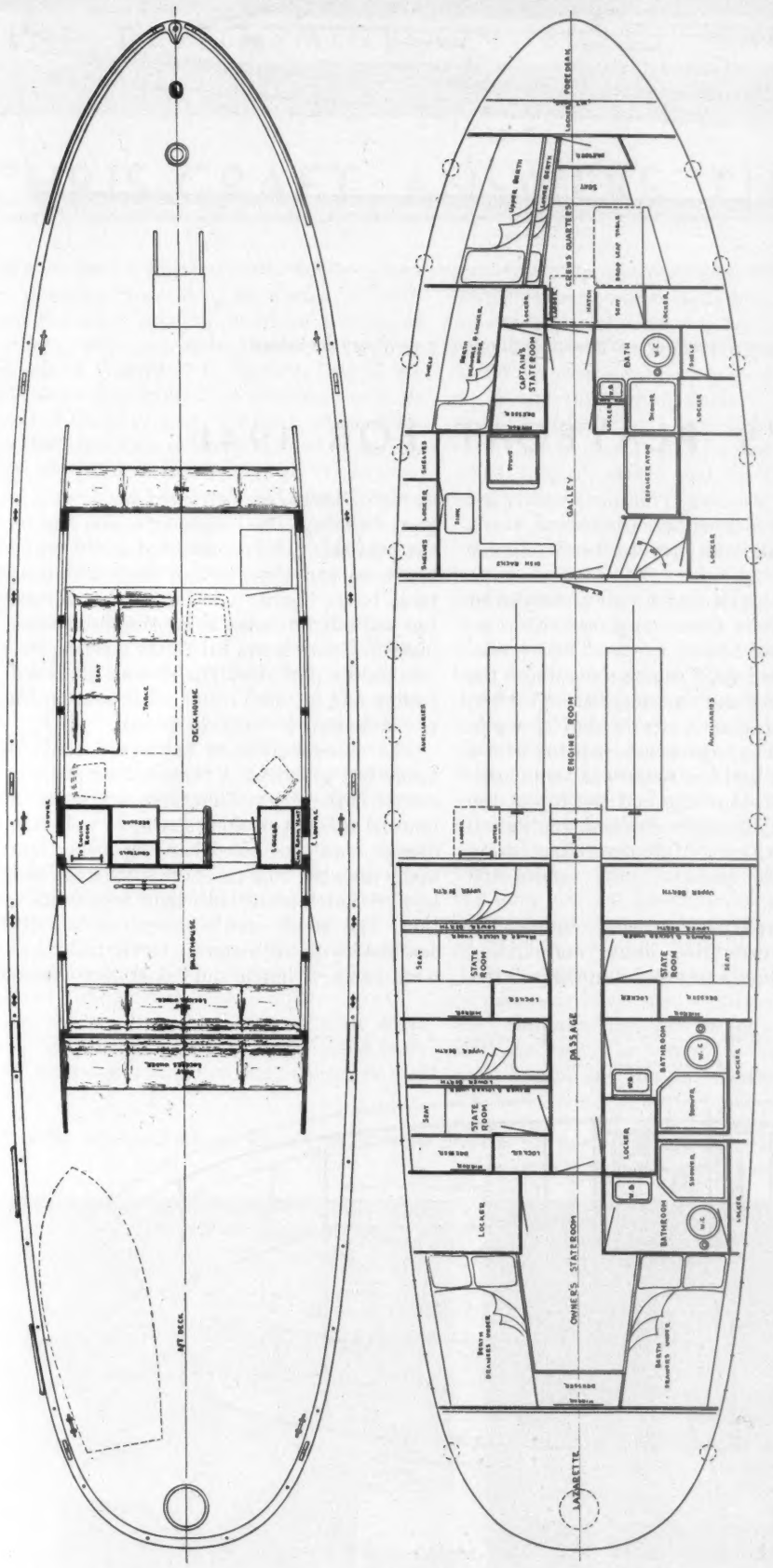
Plans are available and strict limitations will ensure reasonable cost and no variation from the original design.



The sail area is 200 square feet, enough to make the little boat travel fast in a breeze of wind. The rig is high and narrow on the base. Left, the lines show a model that is fine below water but with good flare to the transverse sections







A WELDED STEEL MOTOR CRUISER

SHOWN here are the plans of a 65-foot stock cruiser, designed and built by the Burger Boat Co. of Manitowoc, Wisconsin. One is now under construction for a Midwestern yachtsman. Combined with her modern appearance is an abundance of sleeping and living accommodations for a yacht of this size. Interesting features of design are the flush deck and cruiser stern. A hawse pipe for the stockless anchor is set in the stem.

The new yacht's dimensions are: Length over all, 64′ 10″; beam, 15′ 6″; draft, 4′ 0″.

Hull construction is of steel, electrically welded. All steel members are sandblasted clean of mill scale and the hull is then coated inside and out with anti-corrosive materials. The topsides are flush cemented. Four watertight bulkheads divide the hull into five compartments. The steel cabin floor, also welded watertight and integral with the hull, provides a bilge compartment or double bottom. The sides of the hull and the under side of the main and cabin decks are insulated against heat, corrosion and sound. The engine room bulkheads are also acoustically insulated.

Shatterproof safety glass is used for all windows. Deckhouse, pilot house, hand rails and all other exterior bright work are mahogany.

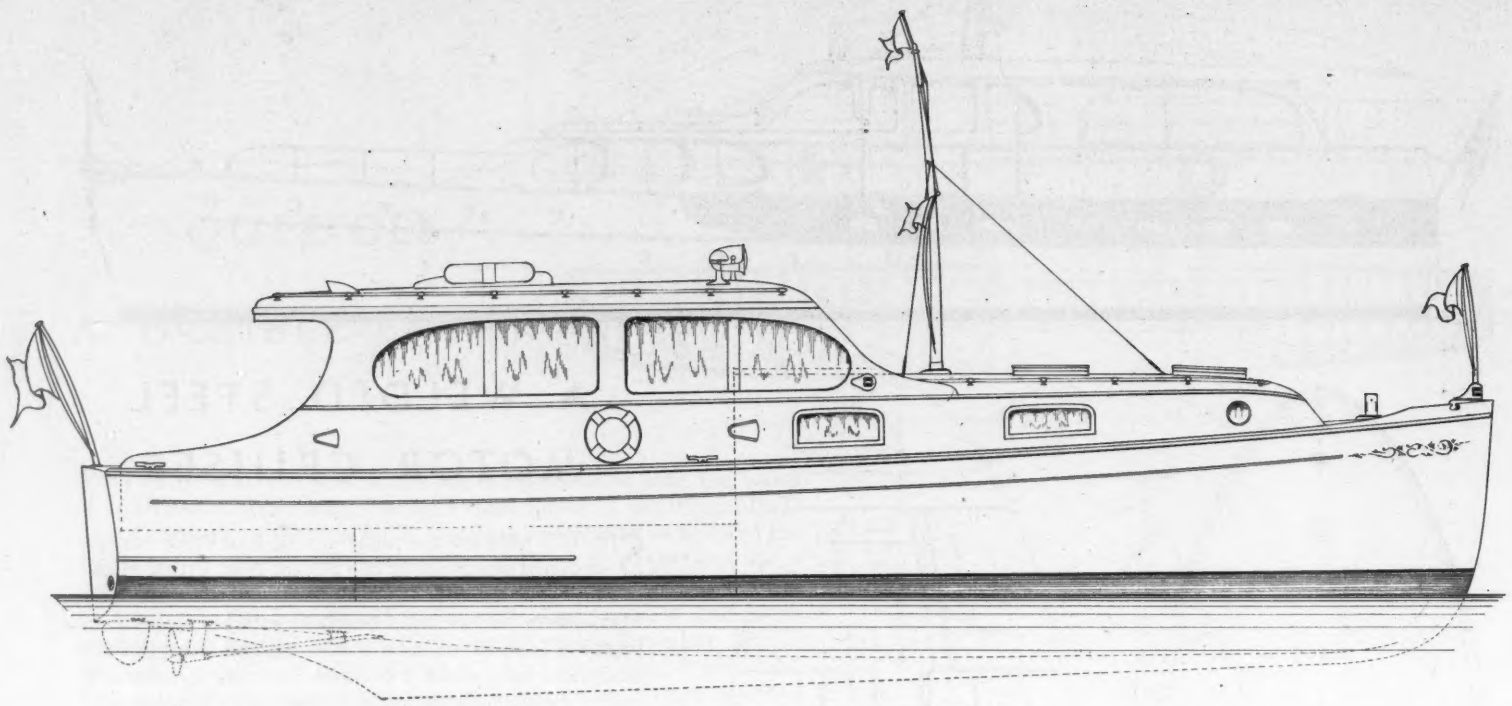
The standard power plant consists of two 135 horse power Buda 6-DHM 671 reduction drive Diesel engines. Steel propeller shafts are fitted with bronze sleeves in way of the bearings. Bendix controls are used. A steel fuel tank, built below the cabin floor integral with the hull, has a capacity of 600 gallons. A water tank of similar construction holds 350 gallons. An independently-driven 32-volt Diesel generator and a 250 ampere hour battery supply current.

The accommodations are interesting. Below decks, the chief aim seems to be to provide sleeping quarters for a large number of persons, with spaciousness a secondary consideration. The owner's cabin aft, however, is extremely spacious and boasts wide bunks, a huge locker and a large bathroom, complete with shower. The guest staterooms are all fitted with upper and lower berths, lockers, upholstered seats and a common bathroom accessible to all.

Captain's and crew's quarters are forward, as is the large, full width galley. The galley is equipped with a three-burner range using bottled gas, a water heater, electric refrigerator and Monel metal sink and has ample storage space for utensils and food stores.

The deckhouse and pilot house are large, well lighted and uncluttered, providing spacious lounging room for all on board. The former serves also as a dining saloon.

Modern appearance combines with an abundance of sleeping and living accommodations for a yacht of this size. Sleeping quarters for twelve persons are provided



She combines modern appearance, seagoing qualities and speed. Fishing equipment may be added

CONSOLIDATED'S PLAYBOAT FOR 1941

THE trim cruiser shown here is a 1941 product of the Consolidated Shipbuilding Corporation, of Morris Heights, New York City. Combining modern appearance with seagoing qualities, she is suitable for anything from daytime outings to extended cruising or fishing offshore. The builders have already designed alterations which would make her suitable for the latter purpose. None of these changes appears on the plans but they include a pulpit, outriggers, bait well and swivel chairs in the cockpit. A ship-to-shore telephone will be installed as part of the equipment.

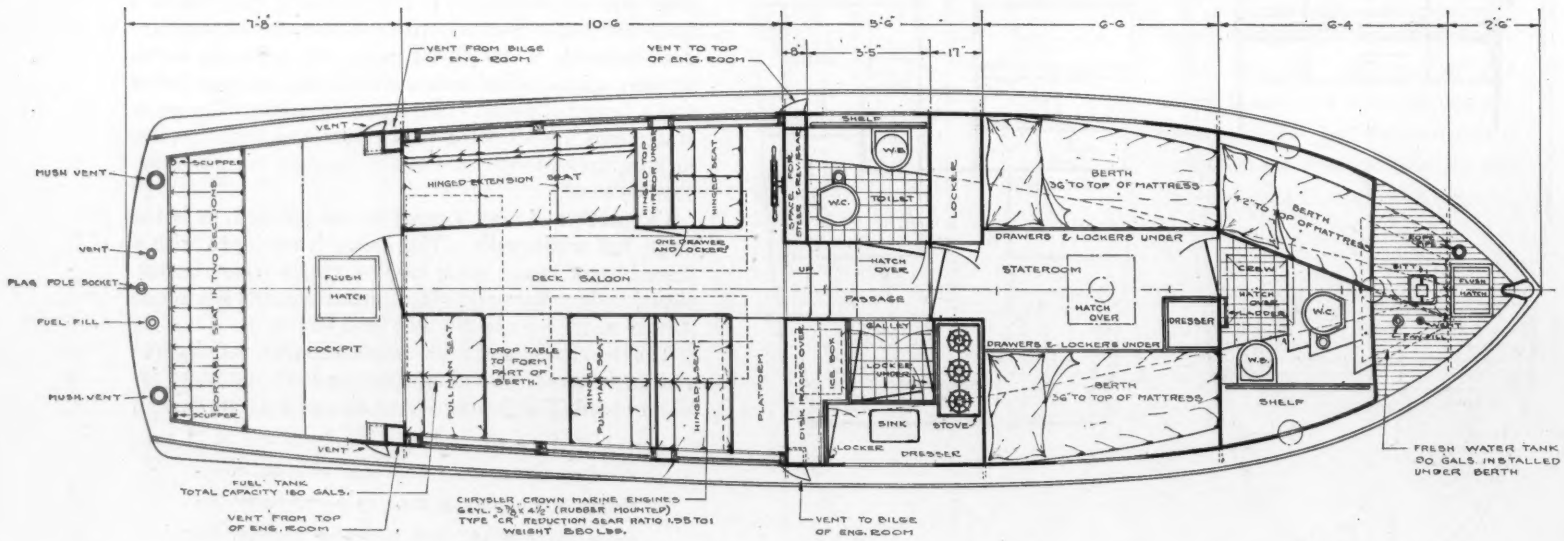
Principal dimensions of the new craft are: Length over all, 39′ 0″, beam, 11′ 0″, draft, 2′ 10″.

Scantlings call for a hull strong enough for the offshore fishing for which the craft is suitable. Framing is of white oak. She is to have double planking, Philippine mahogany outside and cedar within. Deckhouse, trunk cabin and all trim are to be Philippine mahogany

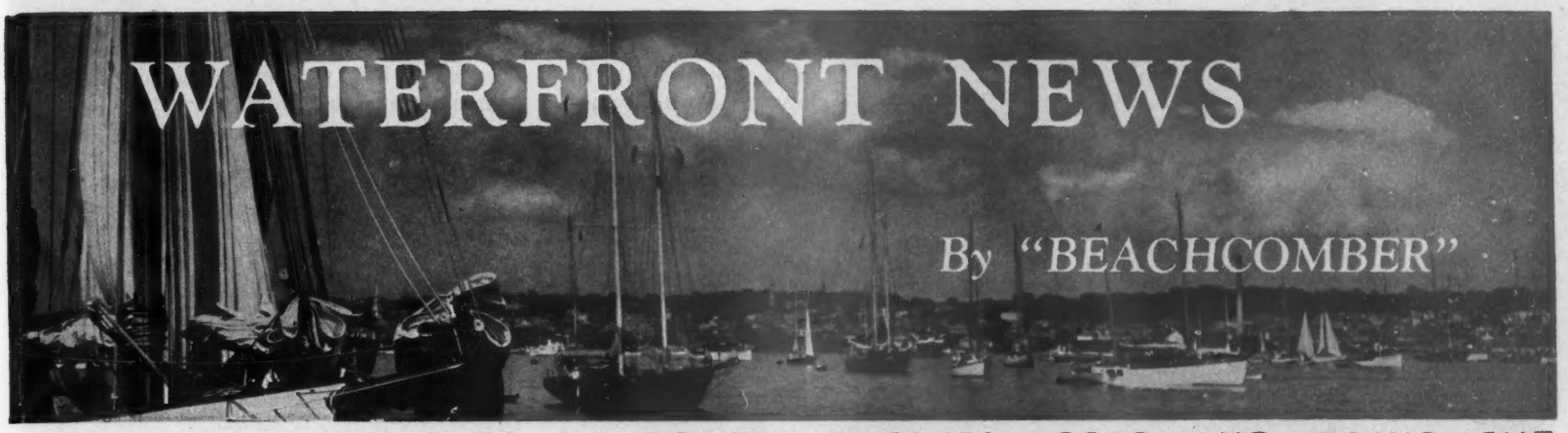
Power is provided by a pair of 6-cylinder 110 hp. Chrysler Crown engines, with a reduction gear of 1.95 to 1 ratio. These are located in a good sized engine room under the deckhouse floor and are mounted on rubber, to reduce vibration. A top speed of 22 m.p.h. is expected. The engine room is fitted with a power blower and has numerous vents leading from both the bilge and the top of the compartment, insuring excellent ventilation at all times. A Lux-O-Matic fire extinguishing system is also included. She carries 160 gallons of gas.

The deck saloon is especially interesting, providing comfortable living and dining quarters during the day and sleeping facilities at night. Large, unobstructed windows give good visibility. The hinged extension seat on the port side can be converted easily into a berth, as can the pullman seats and drop table to starboard. A locker, with a hinged top and mirror under, is another interesting feature. Controls are led to the steering station on the port side. The cockpit aft is self bailing and includes a full width seat which can be removed whenever desired.

The accommodations below are conventional but practical. A three-burner stove is carried in the galley. The stateroom boasts an unusual amount of floor space, as well as a dresser, one good sized hanging locker and many drawers. The two berths are wide and long. A hatch gives both light and ventilation. The small crew's stateroom is fully equipped with an adequate berth, toilet and wash basin. A hatch and ladder give access.



The deck saloon provides living and dining quarters and sleeping facilities at night. Layout is conventional but practical



RECENT DEVELOPMENTS IN BOATS, ENGINES, GEAR AND EQUIPMENT

CHRIS-CRAFT ANSWERS THE FORGOTTEN MAN

WE'VE heard quite a little lately about the American Power Boat Association's Southward Ho cruise last fall, in which a group of northern yachtsmen cruised in company down the Inland Waterway to Florida. One of the facts about this cruise that impressed us most was that *Dorothy*, one of the boats which made the 1500 mile trek is barely 25 feet long. Her crew consisted of her owner, H. A. Drosch, Mrs. Drosch, and two-year old Dorothy Ann Drosch. There's a family that must love the water and love to cruise or they would never tackle a proposition like that in so small a boat.

The other day we heard of three youngsters who cruised the length of Long Island Sound in a 16-foot Comet. Another pair went from North Carolina to New York in the same type of craft. Last year two women cruised most of the summer in an 18-footer and at our own Club, on the whole, it was the smaller, less sumptuous craft which were used most frequently and most enthusiastically. Those are only a few instances of the kind of thing that is happening on the water all over the country. And it all goes to show that there are a great many people whose interest is so intense that they are quite willing to forego the comforts and luxuries of larger craft in order to have some kind of boat — now.

Anyone requiring further proof that what the great American boating public needs most is an inexpensive small cruiser, attractive and modern in appearance, and with room for simple cruising accommodations, would only have to look over some of the comments on the subject received in YACHTING'S recent survey of 600 cruiser owners (see page 43). These comments came from various parts of the country, and although most of them asked for more than could possibly be had at the figure given, they all agreed that the price must be kept down.

The Chris-Craft Corporation has evidently been thinking along very much the same lines for among their new models for 1941 is a 23-foot express cruiser which they frankly admit is nowhere near as complete as a great many of the boats, both large and small, that they turn out. In this new 23-footer they have cut down on the frills, and reduced the equipment to the essentials which everyone has to have to operate the boat. Some owners will start their boating right there, others will pitch in and begin adding stove, ice box, lockers, etc., still others will have the builders add the extras.

The boats are very much like other little Chris-Craft cruisers and day boats of about the same size but have a trunk cabin instead of the usual raised deck. The dimensions are 23 feet over all, 7′ 8″ beam, and 1′ 9″ draft. Neither good workmanship nor quality of materials have been sacrificed in order to keep the price low. The saving is all in what isn't included. The bottom is double planked of ⅝″ cedar and the top sides are ½″ of the same material with reinforcing battens 1¾″ by 3¾″. Chines are white oak and keel and keelson of fir.

About half the length of the little cruiser is devoted to cabin space and the remainder is either open or partly covered cockpit. Down below there are full length berths on each side with stowage space beneath. The floor is linoleum covered and there is space provided for stove, ice box, and sink just forward of the bulkhead and for a toilet and a fresh water tank in the bow. These items are not standard equipment, however. Full sitting headroom is provided beneath the cabin trunk. There are no lockers or shelves — but there's space for them back under the decks and it's amazing how much can be added to a cabin like this with a little handiwork.

The cockpit has been kept large, for that's where the gang is going to be most of the time. And one very important thing which hasn't been omitted is the stern seat fitted with life preserver cushions. There's also room for a couple of folding chairs.

The new 23-footer is being turned out with both 60 and 90 horsepower engines. The smaller engine gives a speed of 21 miles per hour and the larger is said to whizz her along at 28 miles per hour. Even the slower of these speeds is very fast for a cruiser but there is much to be said for the argument that speed often doubles the usefulness of a small, easily handled boat like this. For commuting, water

Left — The interior of the new Chris-Craft 23-footer provides two berths with stowage beneath, and space for galley fixtures. Right — The standard model has an open cockpit with streamlined windshield

The new Chris-Craft 23-footer with partly covered cockpit. A choice of 60 and 90 horsepower engines is available in this boat, giving speeds up to 28 m.p.h.

taxi service, or trips to distant fishing grounds, speed is usually essential. If you want to take it easy there's no law requiring you to run her wide open.

The standard model has an open cockpit with a simple but smart looking sport windshield. At a slight additional charge the boat may be had with either a permanent cabin top or with an easily demountable navy top of canvas.

While galley equipment, etc., would have to be added before the 23-foot express cruiser is ready for cruising she's all set for day and evening runs, fishing, aqua-planing, etc., just as she is. The standard equipment includes dock lines, yacht ensign, shipping cradle, chrome plated hardware, navigation lights, 6-volt electrical system, trumpet horn, a set of tools and an anchor. If you're satisfied to take your lunch in a basket and your drinking water in a jug the only thing missing is a fire extinguisher.

The prices are $1595 with the 60 horsepower engine and $1745 with 95 horsepower, not bad at all, compared to similar boats of the same size and type by either Chris-Craft or other builders. The future, as we see it, is bound to find an increasing demand for boats of this type, not only because they are inexpensive and the used boat market is almost devoid of offerings in the same price class, but also because of their all around usefulness.

BEACHCOMBER

BALTZER'S NEW DREADNAUGHT 32's

THE latest addition to the list of stock cruiser builders featuring sedan cabin craft in the 30- to 32-foot class is the Baltzer-Jonesport Boat Corporation of Medford, Massachusetts. Little cruisers of this type are fast becoming in the stock boat field, what the low priced car group is to the automobile field. Everybody is building them.

Baltzer's new Dreadnaught 32 is actually being built as a sport cruiser as well as with the sedan cabin arrangement, though the extra accommodations and enclosed cockpit of the sedan will probably make her far and away the most popular of the two. The dimensions of the new boats are length, 32′ 6″; beam 10′ 10″; and draft 3′. For the first time Baltzer is departing from a trunk cabin to a raised deck hull. This change, however, is all well above the water line and the well known and time tried Jonesport hull remains the same. The power plant selected for the new boats is a 100 horsepower Kermath Sea Chief driving through a 2:1 reduction gear.

Of course, in a 32-footer in which over half the over all length has been retained for deckhouse and cockpit there isn't much opportunity for anything excitingly original in the way of below deck layout. Nevertheless, there is a choice of two cabin plans, either one of which may be had with either the Sedan Cabin or Sport Cruiser models.

Cabin Plan No. 1 is the conventional sedan cabin cruiser arrangement with toilet, lavatory, and stowage shelves way forward; then a lower berth with drawers beneath and a swing-up upper berth to port, and hanging locker and galley to starboard. The linoleum on the floor, the upholstery, and the combination of ivory enamel finish with mahogany trim have all been chosen to blend together in an attractively styled interior.

Cabin Plan No. 2 has been developed to provide a maximum amount of sleeping space even though it means the sacrifice of room in the toilet room and galley. This plan has upper and lower berths on the port side, and wardrobe and shelf on the starboard side in a separate cabin way up in the bows. The same upper and lower berths of Plan No. 1 are used to port in the main cabin and both toilet room and galley are worked in along the starboard side. This plan strikes us as being somewhat short on locker and storage space, although the two forward berths are isolated enough to function as convenient catch-alls whenever the boat is not filled up to capacity.

The unusually wide beam of the new Dreadnaught 32 plus the 11′ 6″ of length devoted to the deck cabin makes this part of the sedan cabin arrangement unusually roomy. Its fittings and accoutrements include folding helmsman's seat, dining table, after bulkhead seat which becomes a berth by night, and a fold away berth along the starboard side. The entrance door to the cockpit is at the side.

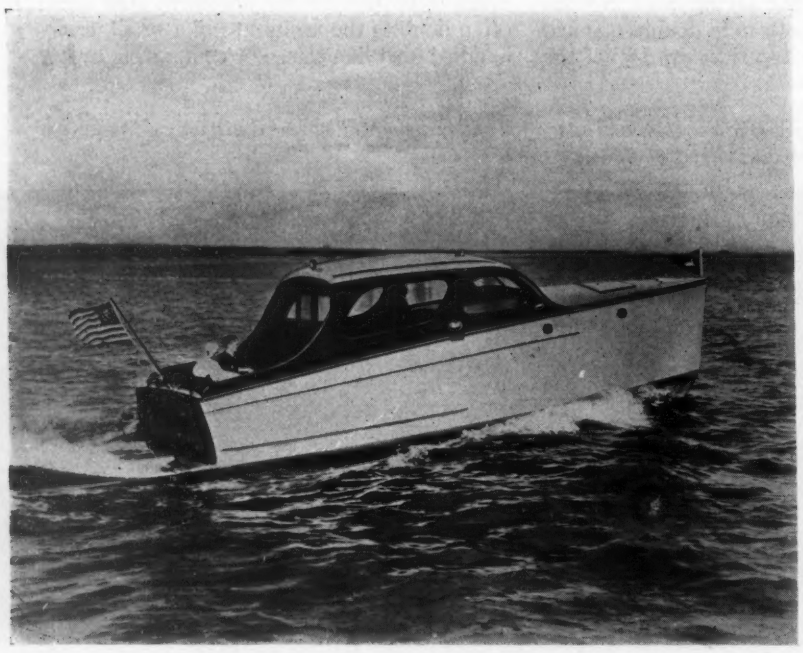
The principal materials used in the construction of the Dreadnaught 32 are: Keel, 4′ white oak; frames, 1′ x 1¾″ white oak spaced 8″; planking, 1″ selected Norway pine; and fastenings, Everdur screws. Windows in the deck cabin are of the latest sliding type and all hardware is chrome plate brass or bronze.

Below is a list of the standard equipment supplied with the Dreadnaught 32's.

30 pound galvanized anchor
100 feet ¾″ anchor rode
2 dock lines
1 one-qt. fire extinguisher
Bilge Pump on motor
4 life preservers
2 burner Primus stove
Fog horn
Bell
Flag pole and ensign
Electric horn
Boathook
Tools

Both boats can be equipped for fishing by the builders with mast, pulpit, fish tanks, chairs, etc.

BEACHCOMBER



Left — The new Baltzer Dreadnaught 32 Sedan Cabin Cruiser. Right — An interior view of cabin plan No. 1 with upper and lower berths to port and galley and wardrobe to starboard

NEW FITTINGS AND GADGETS FOR RACING CLASSES

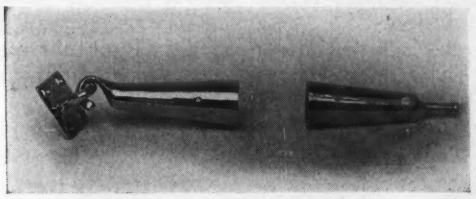
For some reason there seems to be, this year, a dearth of new equipment and gadgets in what might be termed the larger, more expensive categories. Possibly the manufacturers of this sort of thing are all up to their ears in national defense work, or maybe they're just taking a well earned breathing spell.

But, whatever the reason, we're glad to report that the makers and inventors of gadgets and fittings for the small to medium size racing classes are not following suit. Here are some of the outstanding items recently developed by Wilcox, Crittenden & Co., Merriman, and Hubbard's South Coast Company, the leading manufacturers in this field.

FOR POLING OUT THE JIB

Gadgets for poling out the jib when running or broad reaching, termed, for some unknown reason, "whisker pole" fittings, range all the way from pieces of bamboo with nails in the end to boat hooks, some are too crude and others are too elaborate. They should be handy and foolproof, and above all, light in weight.

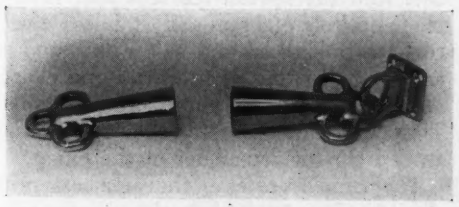
Here's a new one, designed by Alan Gray of Wilcox, Crittenden, which makes a lot of sense. It is intended for a 1⅛ inch diameter



pole, about the size used on Comets, Snipes, Stars and boats of similar size. There is a very light eye plate for the mast into which the inboard end of the pole, suitably garnished with a pig-tail hook, couples. The pig-tail is turned so that the pole must be rocked in and can't jump out unless turned. At the outer end there is nothing but a simple prong with a slightly bulbous end. This is shoved through the clew cringle, and any experienced whisker-poler will testify that this is the only practical type of outer end fitting. The tension of the sheet holds the cringle on, even when the sail is pulling hard.

SMALL BOAT SPINNAKER FITTINGS

This one is Wilcox, Crittenden's latest version of what spinnaker fittings should be on the many small classes now using spinnakers, such as Lightnings. These fittings, made to fit a 1⅛ inch pole, provide a double-ended pole with all its convenience in gybing and fast setting of the sail. Eyes for forward and after guys, often overlooked on small spinnaker fittings, are also provided. The snap shackle on the mast fitting is a new innovation. It will not



catch sheets or sails and once the end of the pole is hooked into it, the inward thrust actually helps snap it closed. With nothing but eyes on the pole there is nothing to get jammed if the pole is slammed around and there's only one snap mechanism to buy with a set — and that's the expensive part of such equipment.

NEW MERRIMAN CENTERBOARD WINCHES

Merriman Bros, Inc., have been working hard on the problem of a proper centerboard winch for small sailing craft and have recently

come up with an answer in two parts: one a winch for the top of the trunk and the other for side of the trunk installation. They are intended particularly for smaller sailboats having centerboards weighing up to 100 pounds, direct lift.

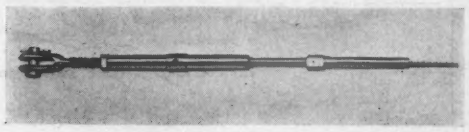
The "top of the trunk" winch is intended for use on boats in which the corner of the board to which the pennant is attached never protrudes above the trunk. It uses a wire pennant leading direct to the winch and has handle attachments on both sides so that the removeable handle can be used either to port or starboard. Both models utilize the automatic principle long used by Merriman in davit winches. This permits the board to be stopped and automatically held at any point.

The "side of the trunk" type is intended for use on craft whose boards protrude above the top of the trunk. The wire pennant is led forward to a block and thence aft to the winch. The handle is removable.

SMALL AIRCRAFT TYPE TURNBUCKLE

Here's something that many a small racing craft owner has been looking for, a strong but light and compact turnbuckle for use with Hazard Tru-Loc fittings. The Hazard Wire Rope Division of the American Chain and Cable Company has borrowed the design from its aircraft department.

The assembly consists of a standard aircraft turnbuckle of bronze with a fork fitting at one end, and a stainless steel Tru-Loc fitting to be swaged onto wire rope at the other end. The threaded Tru-Loc fitting permits the turnbuckle to be attached right to the wire and thereby eliminates both the usual clevis turn-



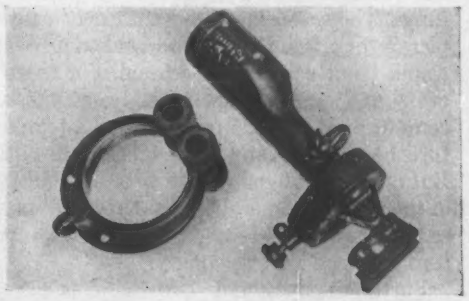
buckle end and the eye fitting on the wire. This new turnbuckle assembly is available in sizes to fit 1/16" to 3/16" diameter wire rope.

HAND OPERATED ROLLER REEF GEAR

This is Walton Hubbard's South Coast Company's latest version of what a ratchet type roller reef gear should be. Since it is much easier to roll the reef in from the leeward side of the boom the ratchet has been made reversible so that the sail can be reefed on either tack. The ratchet also has a neutral position to facilitate rapid shaking out of a reef.

Other notable features of the assembly include athwartship downhaul sheave, entrance guide for the foot rope of the sail to prevent breaking out of the wood, and a guard to prevent the luff of the reefed sail from wearing on the non-rotating parts of the gooseneck. The roller reef gear is available in three sizes for booms of the following diameters: 1¾ to 2 inches, 2¼ to 2½ inches, and 2¾ to 3 inches.

The boom claw shown in the same illustra-



tion is equipped with four rubber rollers. It comes in two sizes, one for booms under 2½ inches diameter, and the other for 2½ to 3 inch booms.

LIGHTWEIGHT MASTHEAD FITTING

This one is the South Coast Company's latest development in masthead fittings. It is a casting made of salt resisting aluminum alloy and replaces the top eight inches of the ordinary mast. It includes a sheave of sufficient diameter to permit a straight lead both from the headboard of the sail and down the front of the mast. The lower end of the fitting is slotted to form an extension of the groove on tunneled spars so that the groove will not break out at the upper end where considerable pull is exerted when the mainsail is sheeted in flat. At the top is a socket for the installation of a

wind pennant. The total weight of this fitting is only 11 ounces. It is suitable for Marconi rigged craft with up to 275 square feet of sail.

A similar larger fitting is also available, which incorporates ears for the attachment of upper shrouds as well as provision for headstay or jackstay and permanent backstay.

(Continued on page 152)

ACCESSORIES—EQUIPMENT—GADGETS

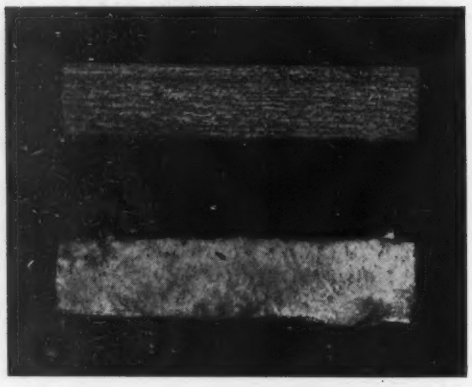
CHEMISEAL: A DRY ROT PREVENTATIVE IN CONCENTRATED FORM

AMONG the troubles that boats have a way of getting into nothing is more insidious and exasperating than a case of dry rot. The worst feature of this "disease" is that it generally occurs in hidden, out-of-the-way corners where it isn't discovered until considerable damage has been done.

There have been a good many theories, ideas, and superstitions about what causes dry rot, and the conditions under which it develops. But one of the most illuminating explanations of the whole phenomenon we have ever seen is included among the conclusions reached by engineers of the Grasselli Chemicals Department of the DuPont Company working in co-operation with the Chemical Co., Inc., of Detroit.

Briefly, the experiments confirmed the already accepted belief that dry rot is not an inherent quality of the wood itself, but rather the result of being attacked by parasitical fungi. They also indicated that neither completely dry wood nor wood soaked in water would be attacked by the fungi. For them to grow and multiply perceptibly a moisture content of at least 25 per cent and a temperature between 75 and 90 degrees is essential. But once the fungus gains a foothold and part of the wood becomes dry and powdered, representing complete decay, the adjoining structure may be infected rapidly.

Further experiment proved conclusively that certain measures heretofore taken to prevent dry rot are of little help. For instance, the use of linseed oil actually helps decay rather than preventing it. On the other hand, proper ventilation was found to be a great



help. When air is permitted to circulate freely all through the boat and the wood allowed to breathe naturally the likelihood of attack by wood destroying fungi is greatly minimized. Lack of ventilation in the ends of many boats is the reason why areas around the stem, transom, and horn timber are so often attacked.

As a result of these experiments a new fungicide was developed called Chemiseal No. 100 Toxic. The poison when properly applied eliminates the possibility of dry rot even under ideal conditions. Chemiseal No. 100 Toxic is a combination of phenyl (carbolic acid) and mercury mixed with certain oils which have an affinity for wood and tend to make the combined material penetrate deeply and quickly into the cell structure. It is prepared in concentrated form and is completely soluble in any of the petroleum distillates. For surfaces to be painted, white gasoline is used as a reducer; for other surfaces kerosene or No. 1 fuel oil is used. Drying time is 24 to 48 hours. It can be applied by either brush, spray, or dipping.

The material is practically colorless and odorless and it has no poisonous effect on the human skin. Further advantages lie in the fact that it cannot be leached out by either salt or fresh water and it is not affected by sunlight.

Chemiseal has been introduced to the boat field only within the last year. Both the Chris-Craft Corporation and the Matthews Company are using Chemiseal extensively in preparing the stem, keel, transom, frames, and other parts of their boats. Chemiseal dipping tanks have been installed at the Chris-Craft plants at Algonac and at Holland, Michigan, and this Company has recently issued a bulletin to all its dealers bringing the product to their attention.

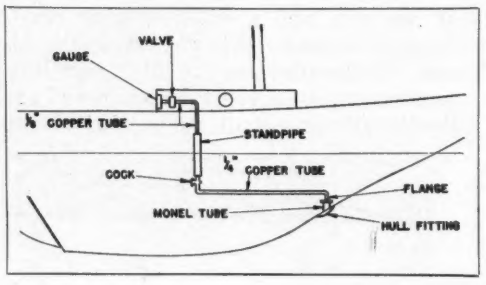
Further information, prices, etc., may be obtained from The Chemiseal Co., Inc., 12068 Wyoming, Detroit, Michigan.

KENYON'S NEW DAVIS MODEL SPEEDOMETER

SOME seven or eight years ago the Kenyon Instrument Company introduced the Kenyon Speedometer for racing and auxiliary sailing yachts. Since then this instrument has been widely adopted and extensively used on yachts of this type and has come to be known merely as "the Kenyon." Its success has created a demand for a less expensive instrument which would serve the same purpose on the smaller auxiliaries, and on overnight and class racing craft.

We have been keeping tabs on several of the lower-priced speedometers and, without question, one of the best of these is an instrument developed by Arthur L. Davis, a Long Island Sound racing skipper and heretofore supplied by him on special order to other Sound yachtsmen. Among the well known yachts on which the Davis speedometer has worked out successfully are Harold S. Vanderbilt's Twelve-Metre, *Vim*, Philip J. Roosevelt's ocean-racing yawl, *Persephone*, and several International and Atlantic Class craft.

The Kenyon Instrument Company has recently taken over the manufacture of the Davis Speedometer and is offering it to the boating public for the first time. The instrument operates on a modified Pitot tube principle, measuring the speed in terms of pressure developed in a small ⅛" diameter opening facing forward and moving through undisturbed water. This opening is connected by quarter inch copper tubing to a vertical water column ½ inch in diameter and 6 inches high which is placed on the centerline of the boat and at such a height that it contains the normal waterline. The upper end of the water column is connected to the indicator head by ⅛" tubing. This head may be installed wherever most convenient to the helmsman's observation. Those are the essentials.



The mechanism within the indicator is extremely sensitive and the slight increase in the pressure of the water and air within the system, caused by movement through the water, is indicated on the dial in knots and tenths from 1 to 10. That's how it works and it's certainly simple enough.

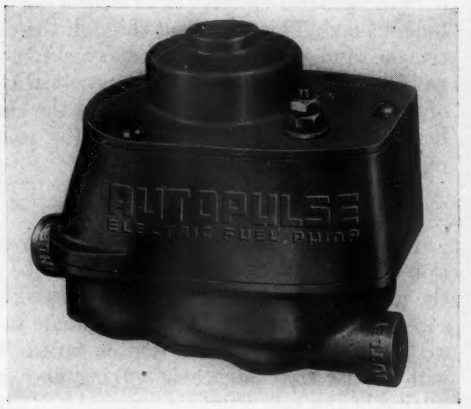
But that's not all. A considerable head or following sea would also cause the level in the water column to change momentarily and therefore an adjustable stopcock is included just below the column to dampen out these unwanted fluctuations. Also, to insure an accurate zero indication a small vent valve is provided in the air line. Before getting underway this valve is opened for a few seconds to permit the water level in the column to adjust itself to the boat's precise waterline. A tube with a mouthpiece attached is also provided for blowing out the whole system should it become clogged in any way.

The exterior opening is placed in a small streamlined bronze casting which is usually installed in the sloping forward edge of the keel. To prevent fouling of the Pitot tube opening by weeds, etc., a pair of bronze guard wires is arranged on either side of it.

Installation of the Davis model speedometer is particularly simple, proper placing of the water column being the only trick to it.

LARGER AUTOPULSE ELECTRIC FUEL PUMP

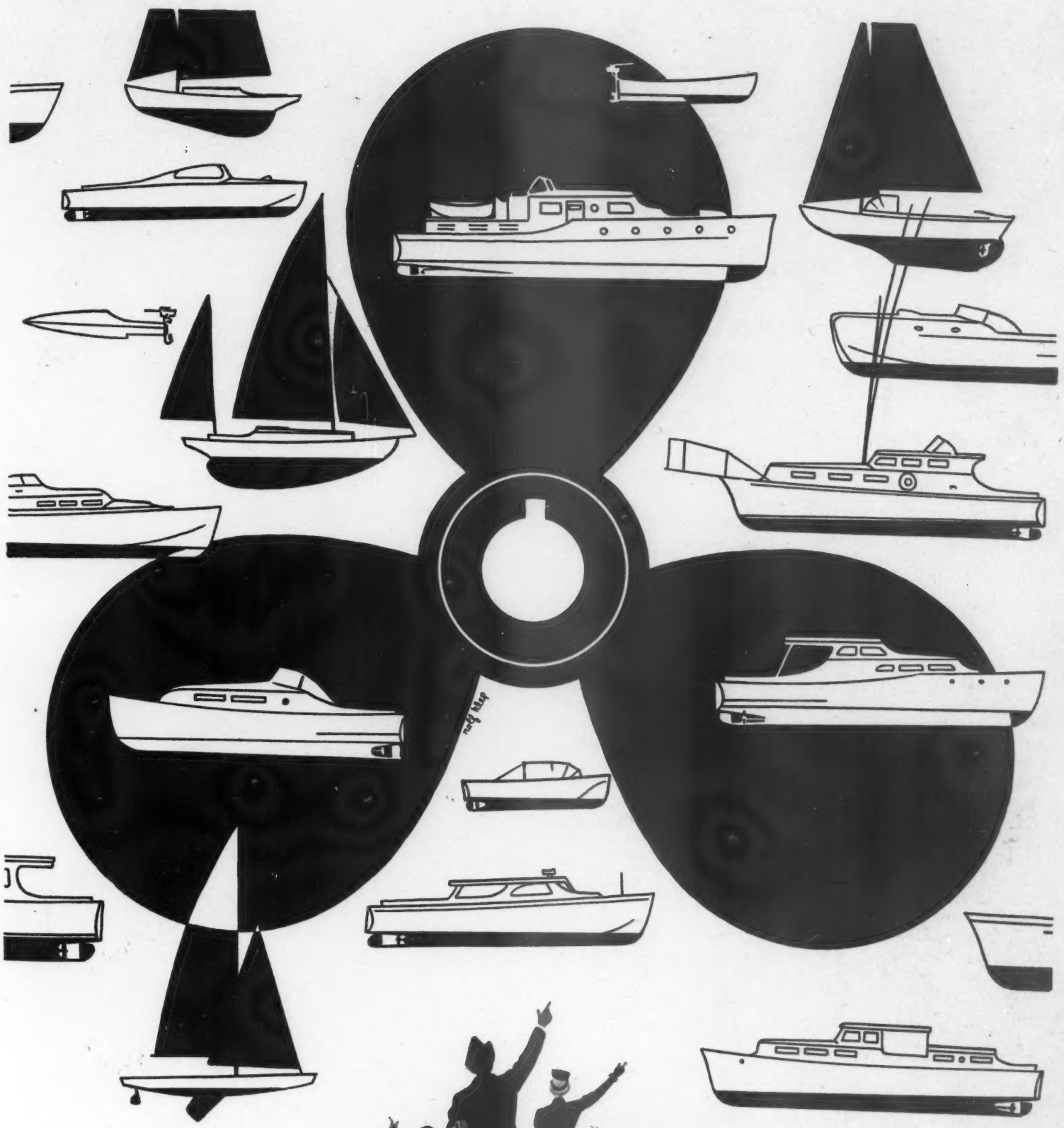
HERE'S a new item which hails from the headquarters of the Autopulse Corporation,



2821 Brooklyn Ave., Detroit. It's their Model 400 electric fuel pump for special marine use. And the special features are: first, it's made entirely of brass and stainless steel to resist corrosion around salt water and salt air. Second, it has about twice the capacity of any electric fuel pump previously built. Third, the electric motor structure is sealed away from the remainder of the pump.

The pump operates on the same basic principle as previous Autopulses, although the pumping chamber now employs a specially compounded synthetic rubber diaphragm in place of the metallic bellows formerly used.

The older Model 300 Autopulse continues in production along with the new 400.



PRESENTING THE

MOTOR BOAT SHOW

THE 1941 NEW YORK MOTOR BOAT SHOW

ONCE more the crowds flock to the greatest midwinter event of the yachting world. Making its thirty-sixth annual appearance in New York and its twenty-fifth at the Grand Central Palace, the New York Motor Boat Show opens its doors to the thousands who crave the sight and touch of boats and their gear.

It is a far cry to the crude types of self-propelling machinery of the early years of this century, but the changes have been gradual and the high efficiency of the modern marine engine rests on the sound inventions and developments of the early models.

A quarter of a century ago, when the National Association of Engine and Boat Manufacturers chose the newly erected Palace for its Show, the following words were apt and timely: "There has been more progress in the design of marine motors since the Garden closed its doors in 1915 than in any other period of similar length since the birth of the industry. Aluminum pistons proved their worth in high-speed practice and are being fitted in more than one de luxe plant for other than racing work. The most noticeable improvement in marine engine practice during the last year has been the complete enclosure of all moving parts. Now we have not only the valve tappets but the magneto shaft and even the flywheel itself encased in metal plates and forms."

The quotation takes you back, recalling even earlier days when the marine engine was the most important occupant of the cabin of a motor cruiser, selfishly grabbing the choicest space, murderously twirling its open flywheel, noisily champing its teeth, and heatedly revealing the red glow of its exhaust pipe when at night the kerosene lamps burned low. Closing our eyes to that picture, we quickly bridge the years to 1941 when the motor, chastely concealing its innards within metal enclosures, is itself discreetly placed in a soundproof compartment, all but forgotten and yet the most willing member of a motor cruiser's crew.

In boat design there have also been changes and improvements, but these have not been as startling nor as radical. Hulls better fit the power that drives them, but boats have parted the waters for centuries, and the accumulated knowledge of a seafaring people has been added to rather than supplanted by the installation of engines.

In the rig of sail boats and the cut of sails during the period marked by the Palace's twenty-fifth Show, the advances have been truly startling. A quarter of a century ago, sail boats seemed to many to be on the way out. How, the doubters asked, could sail remain when power was annually becoming more reliable and enjoyable?

But man rebels when he is pressed too far. Instead of walking, he will gratefully submit and use his feet to depress the pedals of a motor car. But he reserves the right to grunt, to sweat, to use hands and arms for hoisting sail and trimming sheets, and to pit his wits against calms and contrary winds. So sail survived the gradual perfection of mechanical power and increasingly flourished.

At the Show you will see many evidences of the march of progress. You will also find that many of the improvements are invisible. But there will be experts on hand to tell you what you want to know, to lead you unswervingly to the dotted line, and to initiate you into the joys of the approaching season.

In the pages which follow we have attempted a preview of the Show — simple words deftly chosen to overcome resistance. If, by any chance, you have never yielded to the lure of shafts and struts, or of sticks and strings, and if you read the subjoined descriptions of the features of the Show, you're a goner. Whether you are tyro or old-timer, you will be well launched in the boating season of 1941.

The flagship of the Matthews fleet, the new raised deck "50." This boat accommodates seven to nine and a crew of two

MOTOR BOATS AND SAIL BOATS

Matthews

Features 38-Foot Sedan

▶ The Matthews Company, of Port Clinton, O., is displaying at the Palace its newest arrangement in the "38" line, a standard Sedan which is a combination of last year's standard Sedan and the Twin Cabin model. Completing the Matthews series are the 34′, the 46′, and the 50′ stock cruisers which comprise the finest group of models ever produced by this 51-year-old company.

The 38-footer as seen at the Show features an owner's stateroom forward, with twin beds, followed by a built-in dining nook opposite the galley, providing another cabin for sleeping two persons. The large deckhouse is more commodious than in any previous "38" model and gives sleeping accommodations for two additional persons. The arrangement has been devised to please the yachtsman who wants a twin cabin design with an enclosed bridge and a large cockpit aft.

The "38" DeLuxe Sedan with an arrangement known as Plan B has been changed somewhat to provide much wider berths and at the same time more floor space in the cabin. In the new deckhouse styling, a special shelf has been provided for the installation of a ship-to-shore telephone. This special shelf eliminates the need for changing any of the joinerwork after the owner has purchased the boat.

In general, the most noticeable change in the 1941 models is the completely new note in interior styling. This has been done by the industrial organization of Harry Pack, Jr., who is considered one of the country's outstanding interior stylists. Not only has the styling been changed but there is an entirely new color scheme carried throughout all models. Due to a slight change in deckhouse construction, which adds from four to six inches to the interior width, the new models are roomier than heretofore.

In the Sedan models the doorway to the after cockpit is placed on the starboard side which permits the use of a wide divan across the after end of the deckhouse. A new note in sleeping arrangements is incorporated with this by having a made-up single bed which pulls out on wide casters from beneath the divan. In this manner, two persons can sleep comfortably in the deckhouse. One finger will pull out the extra berth.

A further feature of distinction is a new type of sliding window designed to be foolproof and absolutely watertight. The use of larger windows with fewer stiles gives wider visibility from the wheel. The design includes new bug-tight, metal-framed Monel screens which slide sidewise in special tracks, permitting windows to be completely opened or screened, and facilitating the washing of both sides of the windows.

While the Matthews line is confined to cruisers of only four lengths, there is great diversification of the various models. The 38′ line, for example, consists of the Playboat, Twin-Cabin, Single-Cabin, the Standard Sedan above mentioned, the DeLuxe Sedan with two optional interior plans, the special enclosed Bridge Cruiser, and the Double-Cabin Enclosed Bridge, and the Triple-Cabin Cruiser. Thus an arrangement is offered for virtually every variety of taste.

In the 34-footer, a new "34" Sport Cruiser has been introduced which features a large open after cockpit and a removable navy type canvas top. There is also the Sedan model in this line which has proved popular in the last two years.

The 46′ line consists of the Twin-Cabin, the Sedan, the DeLuxe Sport Sedan, and the Double-Cabin Enclosed Bridge. Arrangements in all these models have been changed to some extent to provide greater space and comfort. The 50′ line comprises the Sport Sedan and the Standard Cruiser.

Of interest to motor boatmen who prefer a model with raised deck construction to the trunk cabin design is the fact that Matthews will now build, on special order at a slight extra cost, any of the standard models as a raised deck model. Since this feature widens the beam of the boat, it is impossible to ship these models by rail to certain parts of the country but water delivery is always available during the boating season.

Several small sail boats are included in the company's line, ranging from the 18′ 6″ Model 19 Winabout to boats measuring 12′ over all. Slightly smaller than the Model 19 Winabout is the Commodore, and smaller still is the Deluxe Winabout, 16′ 6″ over all. All of the above are round bottom boats. Among the company's V-bottom boats are the Coast Guard and the Cadet, both 15-footers, as well as the well-known Comet and the Snipe. The Cadet is of lapstrake construction.

WOODCRAFT BOATS

▶ The C. F. Woodcraft Co., of New York City, whose exhibit may be seen on the Mezzanine floor of the Palace, is showing a line complete enough to satisfy the needs of almost every user of a small boat.

For the fishing addict, Woodcraft offers a boat 13′ in length, built of mahogany with double fish well, locker under the forward deck and an improved seating arrangement at the stern which gives the operator of the outboard motor plenty of elbow room. This is called the Fisherman model.

NEW ENGLAND MARINE SHOWS AUXILIARIES, SAIL BOATS AND A SPORT FISHERMAN

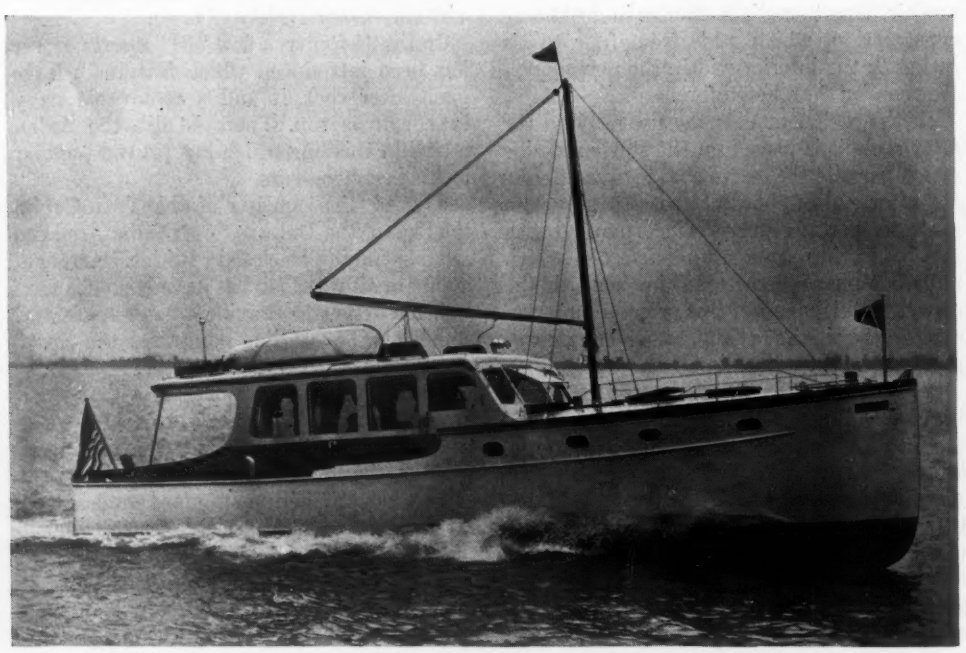
▶ This year, the New England Marine Company is exhibiting auxiliaries, small sail boats and a sport fisherman. Largest is the Challenger auxiliary, a round bottom keel sloop, measuring 30′ 0″ in over all length, 9′ 4″ beam and 5′ 6″ draft. She has 6′ headroom and full cruising accommodations. A 20 hp. Gray engine furnishes auxiliary power which gives a speed of 8 m.p.h.

The other auxiliary is the 25′ centerboard sloop, the Adventurer. A 3½ hp. Lauson air-cooled motor drives her at a speed of 8 m.p.h.

The only power boat being presented is a 19′ Sport Fisherman, driven by a Gray.

Above, one of the Matthews "38" De Luxe Sedan Cruisers. Two large windows with sliding type panes on each side of the deck cabin are among the new features this year. Right, white paint, with yellow trimmed gray upholstery, plays a prominent part in the re-styled interiors of the Matthews "38"

"Lanikai," a Matthews "46" Special Sedan, owned by Guy S. Greene, of Detroit. She is powered with a pair of 140 hp. Chrysler Royals with 2.5:1 reduction gears



The company builds and is showing a flat-bottomed Weldwood skiff and a new streamlined Weldwood pram of lapstrake construction. These models are particularly useful to the owner of a small cruiser who has to launch his tender unassisted, as each weighs about 68 pounds.

In the tender group, Woodcraft also shows a lapstrake round bottom tender built of cedar, with mahogany trim, and a 9′ all-mahogany flat-bottomed skiff.

Two flat-bottomed rowboats are displayed. One is 10′ long with 44″ beam, and the other is a 12-footer with 48″ beam. Both boats are fastened with copper rivets, are sturdily constructed, and come within the lower price range. They can serve equally well as fishing or general utility boats.

Also included in the exhibit are a 10-foot mahogany dory and a 12-foot double-ended skiff that is really a cross between a rowboat and a canoe, since it can be rowed or paddled as convenient.

RICHARDSON EXHIBITS FIVE NEW CRUISERS

▶ The Show exhibit of the Richardson Boat Company, Inc., of North Tonawanda, New York, includes five representative models of its new 1941 line of nine boats. Of special interest are the new 31′ sedan and a 36-footer, both from the designing boards of Sparkman & Stephens. Two 26-footers, three 33-footers and two other 36′ models complete the fleet. A representative model for each of the five hull lengths will be on exhibit.

A high standard of construction is observed in all models. Richardson keels are sawed to shape from a single length of white oak and framing, also of white oak, is spaced nine inches center to center. Best grade clear, straight-grained cedar is used for the heavy planking and is fastened with Everdur bronze screws. The Richardson tradition of an unbroken sheer line is continued throughout.

Motor compartments, cockpit canopies and deckhouses are thoroughly insulated. Heavy cast bronze leakproof port lights are used in all cabin windows. Motors are mounted in resilient, vibration-smothering live rubber and equipped with rubber mounted copper exhaust pipes with water-cooled mufflers. Bronze shafts, struts, rudder posts, propellers and fastening screws are used exclusively. All rudders are solid brass and hardware is brass, heavily chrome-plated. Gray engines are used throughout and twin screw equipment is available on most models. Speeds range from 15 to 24 m.p.h.

The 36-footer, flagship of the 1941 Richardson fleet, is modern but not extreme in appearance. A seaworthy, conservatively streamlined boat is the result. Each of the three models has a roomy deckhouse designed to sleep two in a sofa bed. Alternate arrangements are available in twin cabin, single cabin and forward stateroom models. A Gray 6-121 engine with 2:1 reduction gear is carried under the deckhouse on each of the three boats. Maximum sleeping accommodations are for six persons.

The "31" is similar in appearance though on a smaller scale. Introduced only this past autumn, she has already proved her seagoing ability and her ease of handling. The large deckhouse serves as dining room, living room and pilot house and includes a sofa bed which converts into a double berth. Sleeping accommodations for two more are contained in upper and lower berths in a forward cabin opposite the galley. A separate toilet room is still further forward. A Gray 6-91 engine with 1.73:1 reduction Gray V-drive is installed beneath the deckhouse.

Right, looking aft in the spacious forward cabin of the new 1941 Richardson 33′ cruiser. This cabin has accommodations for four and two more berths are provided in the deckhouse. Below, an attractive flaring bow and unbroken sheer characterize the new Richardson 31′ Sedan Cruiser which was designed by Sparkman and Stephens, Inc.

Ehrich Studios

The 26-foot hull may be had in a Utility model for daytime outings and as a Canopy Cockpit Cruiser, complete with galley, toilet and upper and lower berths to sleep four. Gray 6–71 and 6–51 engines are carried, respectively.

The 33-foot hull is available in Single Cabin, Canopy Cockpit and Stateroom Cruiser models. Maximum sleeping accommodations are for six persons.

PENN YAN SHOWS FIVE MODELS

▶ Five boats constitute the interesting exhibit of Penn Yan Boats, of Penn Yan, N. Y., in Section U on the Mezzanine floor of the Palace. Some of their distinctive features are set forth in the following paragraphs.

The popular and original Cartop boat, Model WX, is built in the Penn Yan Aircraft composite construction. The Cartop has an over all length of 12′, 45″ beam, and depth of 15″. The outside is tan lacquered, with narrow red stripe; and the interior, rails and seats are finished natural. The weight is 57 pounds.

Also of Aircraft composite construction is the Aerodinghy 8, weighing 52 pounds complete. The equipment includes special can-

A graceful unbroken sheer and a sturdy round bottom hull are combined to make the Richardson 36′ cruiser as attractive as she is serviceable. Standard power is a Gray 6–121 with 2:1 reduction gear

vas-covered sponge rubber gunwale guard, with all hardware polished bronze.

The Challenger, 14′ by 52″ by 20″ depth, is a boat of strip plank construction, with the exclusive Penn Yan built-in deck. The craft is finished in an attractive blue green, with red stripe.

The fourth boat in the Penn Yan display is one of the new mahogany Aristocrats, with forward and center decks. This boat has a gunwale length of 14′ to a beam of 53″ and a depth of 20″. The bottom and spray rails are in ivory, with everything above the spray rails in natural finish mahogany, and with natural oak half-round gunwale guard. All hardware of this model, including a complete set of lifting handles, is in chromium plate, and all deck seams are finished with white seam compound, making this model match in eye appeal its performance.

The final model is a Vidal-Weldwood 14′ outboard boat, similar in lines and appearance to the popular Penn Yan Challenger and Coquette models.

A. R. TRUE BOATS

▶ A. R. True, boatbuilder of Amesbury, Massachusetts, is exhibiting his small sailing craft at the New York Show. True boats are inexpensive centerboard sloops, ranging in size from 12′ to slightly over 20′ over all.

They are characterized by large cockpits, short rigs to insure safety, and lapstrake construction. Smooth seam planking is available on some models. Rugged construction is used throughout.

THE 1941 ELCO FLEET

▶ Eleven models in six separate lengths, ranging from a 57′ Motor Yacht to the 30′ Marinette, are being presented by Elco for 1941. In all of them great attention to safety, comfort and performance is apparent. All models are round bottom hulls built to high standards of construction and designed for safety in conditions more severe than any they are likely to encounter. Clever arrangement of interiors, luxurious fittings, methods of construction designed to reduce noise and vibration to a minimum and numerous other features all combine to give comfort. A number of different power installations are available, giving speeds of 14 up to 25 m.p.h.

Feature of the 1941 Elco fleet is the completely new 32′ Elcoette, a streamlined cruiser of raised deck design with the accent on modern appearance. She is quite obviously inspired by Elco's experience in building the new high-speed PT motor torpedo boats for the United States Navy, as she has the Navy type "torpedo" bow introduced by Elco for the first time this year, a well-raked clipper stem, fine flare and a graceful reverse sheer line which permits good vision for the helmsman. Tear drop ports add to her rakish appearance.

Dimensions of the new craft are as follows: Length over all, 32′ 0″; beam, 10′ 1″; draft, 2′ 4″. Single or twin screw engines may be installed and speeds up to 25 m.p.h. are obtainable. Flexibility of sleeping arrangements may be had in different models of the "32" and accommodations for two to six persons are available. The custom model has a three-quarter enclosed bridge to which may be added a glass panelled bulkhead to make an enclosed deck cabin with extra berths for two persons. The sport model has an open bridge. A small fly awning may be installed if desired.

Additional access from the forward cabin to the fore deck is provided by a deck hatch of all aluminum construction, placed well forward to permit handling the anchor safely while standing in the hatchway. Cedar planking, white oak frames and superstructure of Philippine mahogany are used in this well constructed craft.

Flagship of the Elco fleet is the Elco Motor Yacht "57" — a modern but not extreme craft emphasizing comfort and seagoing ability as well as smart appearance. The 57′ yacht has a beam of 15′ 9″ and a draft of 3′ 4″. Spacious accommodations for an owner's party of five to seven with two in crew are provided. Hot and cold water under pressure supplied by an electrically-driven pump is standard equipment and even the crew's quarters are provided with a fresh water shower. The large, well-appointed deck saloon, with upholstered easy chairs, a bookcase and writing desk combined, an L-shaped divan and a permanent drop leaf table, serves as living room and dining room. Depending on choice of power, speeds of 15 to 23 m.p.h. are available.

The next largest of the Elco fleet is the Cruisette 44-footer. A big cockpit, spacious deckhouse and roomy stateroom accommodate an owner's party of five to seven persons and there are quarters for a one-man crew. Hanging lockers, plenty of stowage space, large bunks, an adequate sized galley and a shower are all included. The owner's state-

Rosenfeld

This 57′ flagship of the Elco fleet reveals modern but not extreme lines, with the emphasis on comfort and seaworthiness as well as smart appearance. She sleeps five to seven in the owner's party

room, with two built-in ship's berths, a bureau with hanging mirror and voluminous closets, is especially attractive. Double and single cabin models are available. Gasoline or Diesel engines of various horse power, driving twin screws, give speeds up to 25 m.p.h., depending on the engine selected.

Next in line and similar in appearance is the Cruisette "39." An extra third cabin forward permits separate quarters for a captain if one is desired or for a bachelor guest. Altogether, there are accommodations for six persons. There is also a double cabin model for those who prefer that style of boat. Speeds up to 25 m.p.h. are available.

The third of the Elco Cruisettes is the popular Cruisette "34." With sleeping accommodations for six to eight persons, a surprising amount of living room, she is a "big little boat." Including the features of the larger models, she is also built to be seaworthy.

The smallest member of the 1941 Elco fleet is the Marinette "30." She should appeal to yachtsmen not needing a larger craft or who find the economy of operation and low initial cost attractive. She is conservative but practical in appearance and is designed to sleep four to six persons, depending on whether a custom or standard model is selected. Speeds up to 21 m.p.h. may be had.

THOMPSON SHOWS SMALL BOATS

▶ The Thompson Bros. Boat Manufacturing Co., of Peshtigo, Wisconsin, and Cortland, New York, is presenting a long line of row boats, canoes, outboard runabouts, small inboards and sailing craft. The rowboats vary in length from 8 to 16 feet and may be of either smooth seam or lapstrake construction. Some are canvas covered and all are furnished with strong transoms to hold outboard motors.

The true outboard runabouts range in length from 12′ to 16′ and are built to take all different sizes of motors up to the largest on the market. Spray rails, designed to add strength, increase stability and improve riding qualities, especially on the turns, are featured on most of these boats. Canvas covered runabouts are available. Several inboard models are also being offered in 12′ to 16′ lengths. These may be powered with one-cylinder Johnson, Lauson or Briggs & Stratton engines.

Small sail boats of 12′ to 19′ lengths are also being presented. These include such well-known craft as the Olympic Monotype cat boat, Comet, Lightning, Snipe and Sea Gull. Sailing as well as regular paddling canoes complete the Thompson fleet.

DUNPHY OUTBOARD AND SAILING MODELS

▶ For 1941, the Dunphy Boat Corporation, of Oshkosh, Wis., presents an improved line of small sail boats, row boats, outboards and inboards, all under 20′ in length. The outboards show special advances, being completely redesigned with wider beam, flaring bows and greater depth. All boats in the Dunphy line will be brass fastened as standard equipment in the future.

Various sizes and types of outboard runabouts are being offered, ranging from the 11′ 6″ Portage, a light 85-pound boat that can be carried by one man, to the 18′ high speed Muskie, designed to be able to take the largest outboard motor on the market. An inboard power "dink" is also available in 14′ and 16′ lengths. Standard power plants for the two models are Briggs & Stratton 1 hp. and Wisconsin 3 hp. engines, respectively.

In the sail boat line, the 18′ Condor is available in both keel and centerboard models. Other sailing craft offered are the Lightning, Sea Gull, National One Design, Snipe and an 11′ 6″ Class B dinghy.

TEXACO FEATURES SERVICE AND SAFETY

▶ This year the Texas Company has made service and safety the twin themes of a completely new and attractive exhibit. The center of the exhibit is a large, transparent, glass reproduction of a motor cruiser, lighted from below. Around the cruiser there is a moving display of the various Texaco marine products. Photographic murals illustrate Texaco facilities and services and the part played by the company's products in inboard and outboard racing is also illustrated.

Although the 1941 Texaco Cruising Charts will not be ready for distribution until early March, Texaco Waterways Service is represented at the booth and requests for cruising information and material are being received from Show visitors. Up-to-date reports on the conditions of waterways all over the country are on file and the director of the Service is present to answer cruising questions.

The 39′ Elco Cruisette shown here has accommodations for six to seven, including bow cabin for bachelor guest or paid hand

CUPRINOL PRESERVATIVE

▶ Cuprinol, Inc., is at the Show again this year with various demonstrations and sample applications of their dry rot preventives, mildewproofing, and waterproofing compounds. Cuprinol in the wood grade is extensively used to prevent dry rot and the attacks of other wood destroying fungi and insects. The fabric grade of Cuprinol is widely used in the mildewproofing and waterproofing of awnings, boat covers, and life preservers.

TORPEDO-EFFECT STREAMLINING BY CENTURY

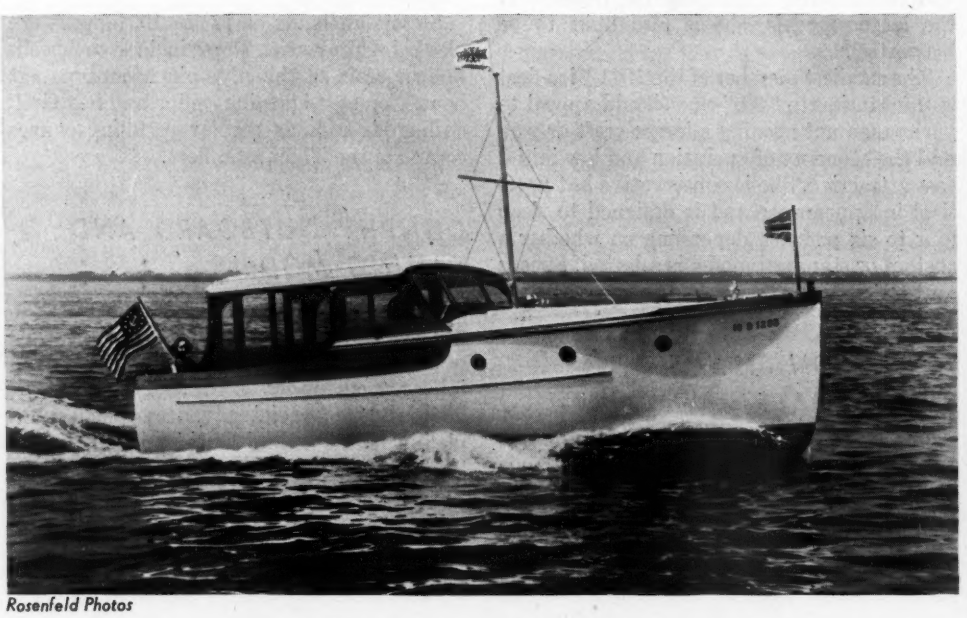
▶ Prominent in the all-mahogany inboard fleet of 47 different runabouts and utility models produced by the Century Boat Co., of Manistee, Mich., is the 16′ Sea Maid which replaces last year's 15-footer. The popular round chine construction, previously featured by Century, has been incorporated in the general design of the new craft, which has the added attraction of inboard rudder and cam-and-lever steerer.

The Sea Maid "16" with dual forward cockpit arrangement is offered with option of power ranging from 45 hp. to 75 hp. The 75 hp. Gray Phantom marine engine will deliver speeds up to 40 m.p.h.

First glance at the Century runabout line for 1941 shows a sharp digression from general practice of deck design. The new Century boats are appealing in harmonious continuity of design from bow to transom, with a new torpedo-effect, starting with barrel bow and continuing to the streamlined type stern deck striping. Century has not concentrated on appearance alone, however, for the complete inboard line has been carefully gone over with an eye to increased structural strength. The new models have additional frames with frame spacing narrowed. Cutaway frames have been eliminated and stringers are full length with engine supported on separate beds which in turn are bolted through to the stringers themselves. Single-planked bottoms are more strongly fastened than in the past and, through additional support, are stronger than before.

SPARKMAN & STEPHENS, INC. ON HAND AGAIN

▶ Sparkman & Stephens, Inc., famous designing and brokerage firm of New York, is on hand once again at the New York Show. In their display are photographs, descriptions and plans of boats of all types, some already built, others only projected. Also present is descriptive data on their well-known stock boats. These include the Lightning, a 19′ centerboarder, the Raceabout, a somewhat larger keel sloop with 19′ 4″ water line and 23′ over all length, and boats of increasing sizes suitable for cruising as well as racing. Of these, the Vacationer is 29′ over all; the new Islander is 31′ 3″ over all. The famous



The smallest member of the Elco fleet is the Marinette "30." She is conservative and roomy

Rosenfeld Photos

Rosenfeld

Hubert S. Johnson's 36′ Sport Fishing model, shown here, embodies the seaworthy design, staunch construction and speed desirable for her purpose

Week-Ender is being discontinued this year. Topping the list is the Voyager, 30′ 1″ on the water line and 44′ 5″ on deck, which model may be rigged either as a cutter or yawl, according to preference.

Among the more famous boats designed by this firm are the ocean racers *Dorade, Stormy Weather, Edlu, Blitzen, Avanti* and *Baruna.* In the out-and-out racing field, the Six-Metre *Goose* and the Twelve-Metres *Vim* and *Nyala* are among the most prominent to come from their boards. The latest America's Cup defender, *Ranger,* was designed by this firm in collaboration with W. Starling Burgess.

Sparkman & Stephens is now engaged in designing work for the United States Navy.

MOTOR BOATS AND AUXILIARIES BY HUBERT S. JOHNSON

▶ This year the Hubert S. Johnson Boat & Engine Works is offering an extensive line of yachts, both sail and power, ranging in length from a 16′ utility skiff to 65′ custom built cruisers. Other standardized motor boat models are the 20′ and the 24′ Sportsman Skiffs, the 29′ and 32′ Day Cruisers, the 29′ and 32′ Deluxe Sport Skiffs and the 32′ and 36′ Sport Fishing Cruisers. One of the 36′ Sport Fishing models is illustrated here.

The 39′ and 43′ over all shoal draft auxiliaries have modern appointments and offer a desirable combination of cruising comfort and racing speed, the latter having been amply demonstrated last summer in races on Barnegat Bay and off the Jersey coast.

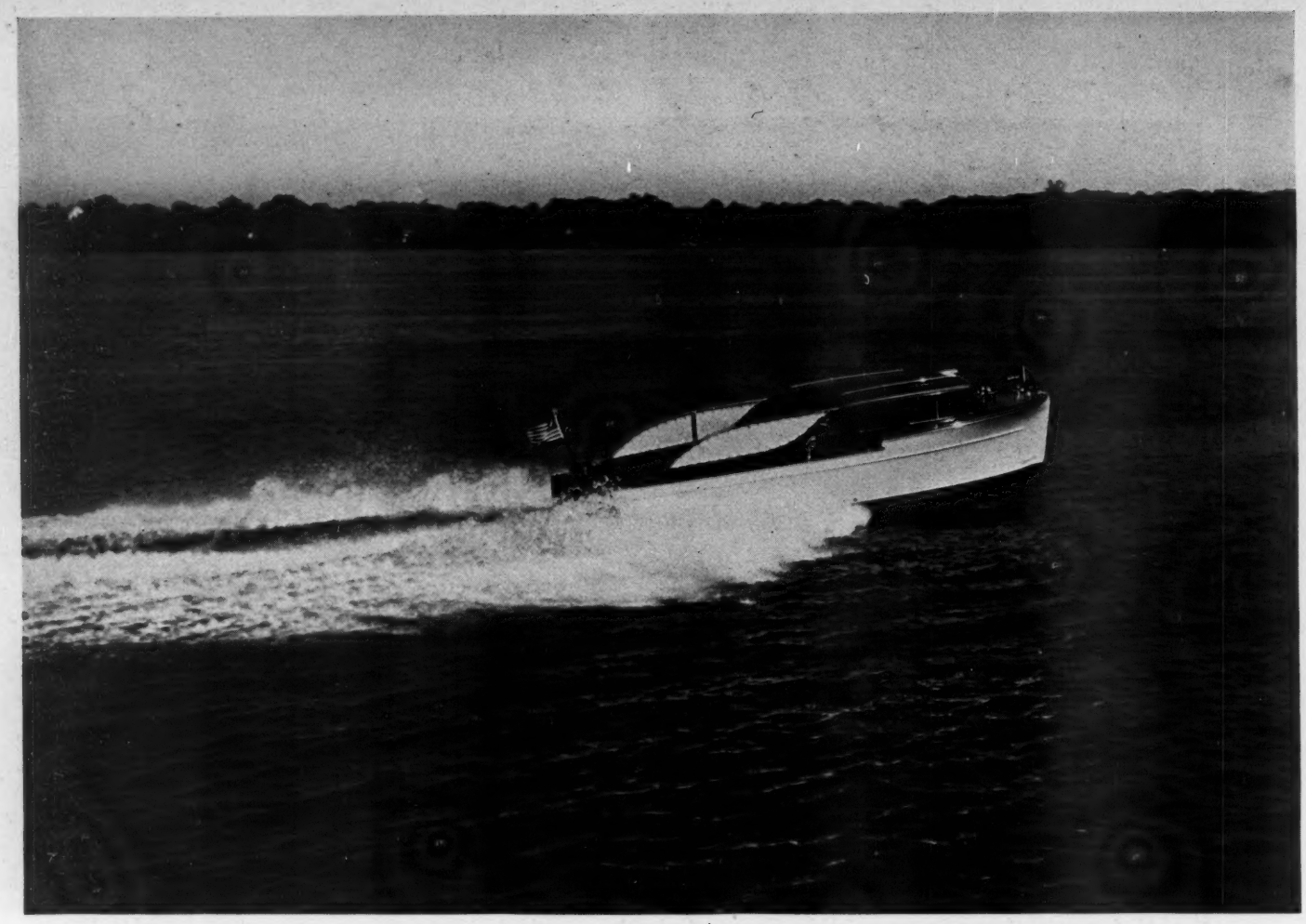
As an expression of its craftsmanship, the firm is exhibiting a 32′ Sportster Sea Skiff at the Show. Modern but not extreme in appearance, this popular model embodies staunch construction and a seaworthy design which should make her suitable for offshore fishing and all around use.

The lapstrake hull construction is typical of all Johnson boats of this and similar types. The shelter cabin is fitted with two full length settees and houses the steering gear and control station. An ice box, lined with tinned copper, is built in for the storage of food and refreshments. The windshield opens outward and the side windows have sliding glass. Two sliding hatches are built in the roof and admit plenty of sunlight and air when desired. This model has a large, roomy cockpit with a self-bailing floor of natural teak. The tanks are located under the floor. A self-draining fish box is built in the after deck. The engine compartment has been thoroughly soundproofed.

By using only the best of materials and good workmanship, the Johnson Works have produced boats of lasting beauty which have the ability to "take it" when the going gets rough.

In addition to building fine yachts, the Hubert S. Johnson plant serves as a dealer in new and used motors, used boats of all kinds, marine hardware and supplies. The yard is available for yacht storage and repairing for yachts of various sizes.

Most modern of the Elco fleet is the rakish 32′ Elcoette. Speeds up to 25 m.p.h. are available



The 1941 Gar Wood 30′ Commuter, available with single or twin motors. Speeds up to 43 miles per hour are attainable

Above, a new 1941 Gar Wood Overniter recently delivered to Norman Davidson of Evanston, Ill., for fishing off Miami. Below, the 24′ 6″ Gar Wood Streamline Cabin Utility speeds at 40 m.p.h.

TEN BOATS IN GAR WOOD DISPLAY

▶ In the largest Show space ever taken by it, the Gar Wood Industries, Inc., of Marysville, Mich., is displaying ten of its 1941 streamline boats. These are the following: The 19′ 6″ deluxe runabout, powered with a Gray Fireball motor; the 22′ 6″ rear-engine landau, with Chrysler V-drive, 6–117 hp. motor; the 28′ 6″ custom runabout, powered with a 316 hp. 12-cylinder Scripps motor; the 18′ 6″ Cabin Skipper, with 6–83 hp. Chrysler Ace motor; the 20′ 6″ open Vacationer with 6–110 hp. Chrysler Crown motor; the 20′ 6″ Cabin Royale with the same Chrysler Crown; the 24′ 6″ American, powered with a pair of Chrysler Crown 6–110's; the Cabin Aristocrat, also of 24′ 6″ length, with an 8–143 hp. Chrysler Royal reduction gear motor; the Overniter, again a 24½-footer, with a 6–110 hp. Chrysler Crown reduction gear motor; and the 30′ Commodore, powered with a pair of 8–143 hp. Chrysler Crown reduction gear engines.

These ten boats on display are but a part of the Gar Wood line which comprises in its Trophy Fleet sixteen different series of open and cabin types which include 36 deluxe and custom runabouts, 61 utility models, and 28 30′ boats. For 1941, the company has adopted the patriotic color scheme of red, white and blue, as evidenced in the cabin series. Roofs are blue, bottoms are red, and boot-tops are white. Other new features include softer and drier riding, the elimination of straight lines and sharp angles, increased flare forward,

A flotilla of Chris-Craft Super Streamline runabouts. Left to right, a new 19-footer, a 23-footer and a 17-footer, all fast and modern boats

barreled bows and sterns, and insulated, non-rumble cabin tops. Many other improvements and beautifications are included in this extensive line of attractive streamlined models.

CHRIS-CRAFT PRESENTS A MODERN FLEET

▶ For 1941 Chris-Craft offers all types and sizes of craft, comprising 110 different models ranging in length from a 15′ 6″ sport runabout to a 55′ seagoing motor yacht. "Rocket" runabouts, practical utility boats, ultra-modern express models and new cruisers make up the greatest aggregate of new boats in the history of the corporation.

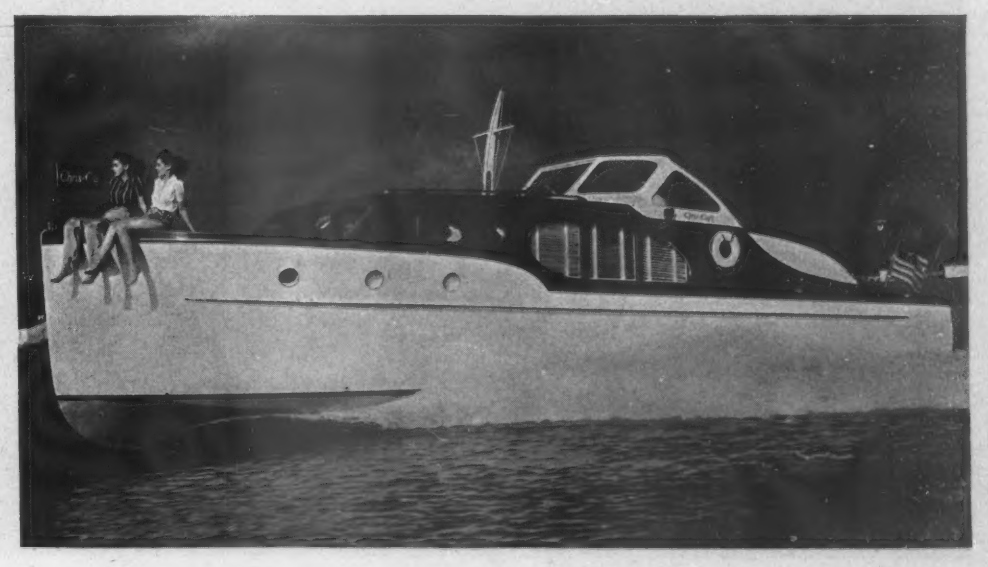
More beam, more freeboard, heavier construction, twin rudders with twin engines, salt water equipment, double planked bottoms and batten seamed sides, positive worm and sector type steering gear, self bailing cockpits, rubber mounted engines, easier handling qualities and higher speeds are among the structural improvements. Eye appeal advancements include the use of new color schemes, streamlined deck hardware, new interior styling, slip stream cabin lines.

New Chris-Craft runabouts are offered in several sizes up to 27′ in length. These boats are constructed of Philippine mahogany and white oak, with double planked bottoms and batten seamed sides. New to the 1941 fleet is a 16′ double cockpit forward runabout with engine aft. This boat is powered with a 60 horse power engine for a speed of 32 m.p.h. In another 16′ model, Chris-Craft for the first time offers to racing enthusiasts a hydroplane with plenty of speed and built-in-line production. In tests, this boat attained speeds up to 50 m.p.h. with two persons aboard.

A new line of "Rocket" runabouts embodying turtleback decks, slip stream folding windshields and shark nosed bows is an innovation in the Chris-Craft fleet for 1941. These new boats are offered in sizes of 19′, 23′ and 27′ with wide power options and speeds up to 40 miles per hour with the 19- and 23-footers and 51 m.p.h. with the 27-footer.

Utility boats for 1941 combine practicability with seaworthiness and speed. A new 16-footer tops the list, which is composed also of 18′, 22′ and 25′ models.

Above, the galley in one of the new 1941 Chris-Craft cruisers. Note the exhaust blower. Below, a new Chris-Craft 40′ express cruiser. Her features include a forward cockpit and a large open cockpit aft

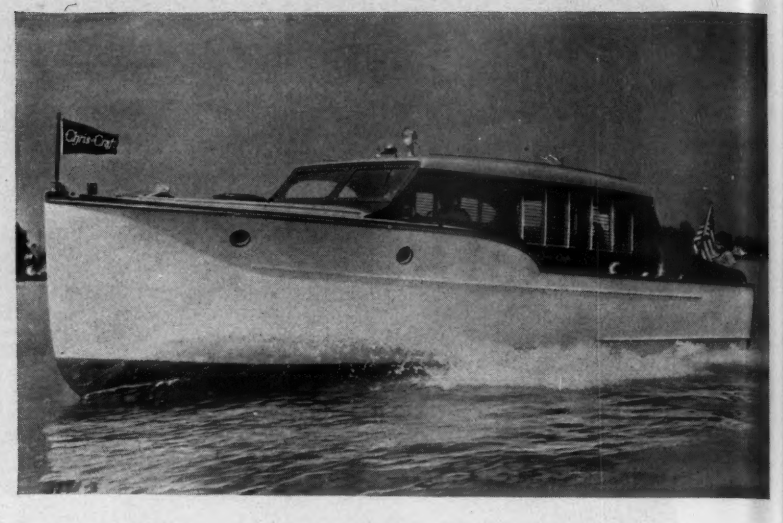


Semi-enclosed cruisers and express cruisers are included in the line. The latter, ranging in length from 23′ to 40′, offer a dashing appearance and are designed to afford a maximum of speed without sacrificing seaworthiness and comfortable accommodations.

The regular cruisers, 25′ to 48′ long, have less speed, placing the accent more on comfort but maintaining a modern appearance. Especially interesting is the new 31′ cruiser, of the raised deck type with a new reversed sheer break. Single or twin screw engines give speeds up to 22 m.p.h. Another interesting model is the 44-footer which features a partially sheltered sun deck atop the after cabin. She is available with several different accommodation plans and may be had with twin screw engines from 95 to 160 horse power and speeds from 17 to 24 m.p.h.

Flagship of the new 1941 Chris-Craft fleet is a new 55′ motor yacht with comfortable living and cruising accommodations for eight persons. This new model has flying bridge controls, teak quarterdecks, a large saloon and other attractive features. Several twin screw power options are available, including Diesel, with speeds from 12 to 22 m.p.h.

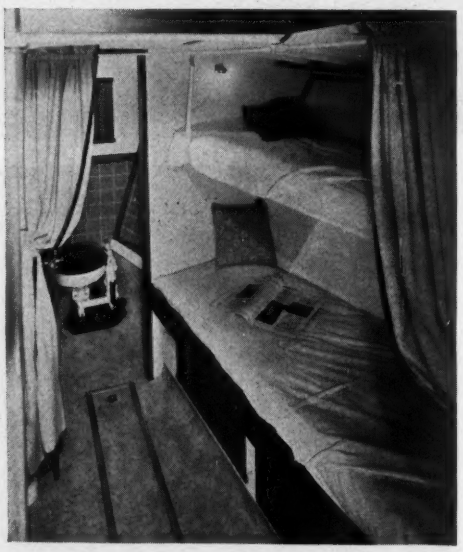
The 31′ enclosed cruiser, a new development in the Chris-Craft fleet for 1941, has accommodations for four persons. An unusual curve in the sheer break accentuates the modern lines and streamlining. The choice of power includes both single and twin engines providing speeds up to 22 miles per hour



OWENS OFFERS TWO 30′ MODELS

▶ Again this year, the entire production facilities of the Owens Yacht Company's Baltimore plant will be devoted to the manufacture of its sister-hulled Deluxe Sedan and Sport Fisherman. Improvements for 1941 include more complete equipment, increased roominess and more modern lines. Construction improvements are seen in the more closely spaced frames and in more elaborate heat and sound insulation. Other advances are: the additional equipment of a military mast with yard, electric windshield wiper, portiere curtains for forward cabin privacy, extra gasoline strainer, carburetor air filter and silencer and a voltage regulator.

For 1941, the Owens boat is 30′ 6″ in length over all, by 10′ 5″ beam, both dimensions being larger than last year. The whole hull is built upside down over steel molds, thus insuring accuracy and good construction.



Both the Deluxe Sedan and the Sport Fisherman are built with single and twin screw power installations and both are built as standard and deluxe models, which differ only in their equipment. The Sport Fisherman model combines day use of the large 18′ cockpit with complete, comfortable cruising accommodations for two persons in the forward cabin. These include a fully equipped galley, upper and lower berth, and a toilet in a separate compartment.

The Deluxe Sedan has a large, well lighted deck cabin. Modern round corner construction is used here as well as in the forward cabin. This cabin serves as dining room, living room, bedroom and pilot house and includes a drop leaf table, double bed settee, lockers, shelves, built-in radio and operating controls. It is mahogany panelled and attractively decorated throughout. Flooring is linoleum. Venetian blinds, chrome hardware, and soft

Left, the forward cabin of the Owens Deluxe Sedan, showing new portiere curtains providing greater privacy. Below, one of the first of the 1941 Owens cruisers being put through her trial run

The 8′ Dyer-Hydrolite sailing tender, a product of The Anchorage, Inc., of Warwick, R. I. Weighing only about 65 pounds, this boat can be easily lifted to and carried on the top of a car. She is built of several thicknesses of wood veneers molded to one continuous shape and entirely without frames

colored upholstery contribute to appearance.

The engine is located beneath the deck cabin floor in a sound-insulated compartment. The forward cabin on the Deluxe Cruiser is identical to that of the Sport Fisherman.

THE ANCHORAGE ADDS THREE TO ITS LINE

▶ The Anchorage, Inc., of Warren, R. I., goes into its tenth year as specialist in dinghy building with a record of having turned out well over a thousand boats. These utility sailing dinghies are raced on both coasts and the Great Lakes and are also used by many colleges for intercollegiate competition. For 1941, this company continues its standard line of lapstrake mahogany utility tenders ranging from 10′ to 14′ in rowing, sailing, auxiliary and straight power models and adds several others, new in construction and size.

Since W. J. H. Dyer, president of The Anchorage, has been building boats of light, double planked construction from 1927, it was logical for The Anchorage to develop the new molded hulls to sailing models and, in consequence, to carry on the experimental work for the two major manufacturers in this development.

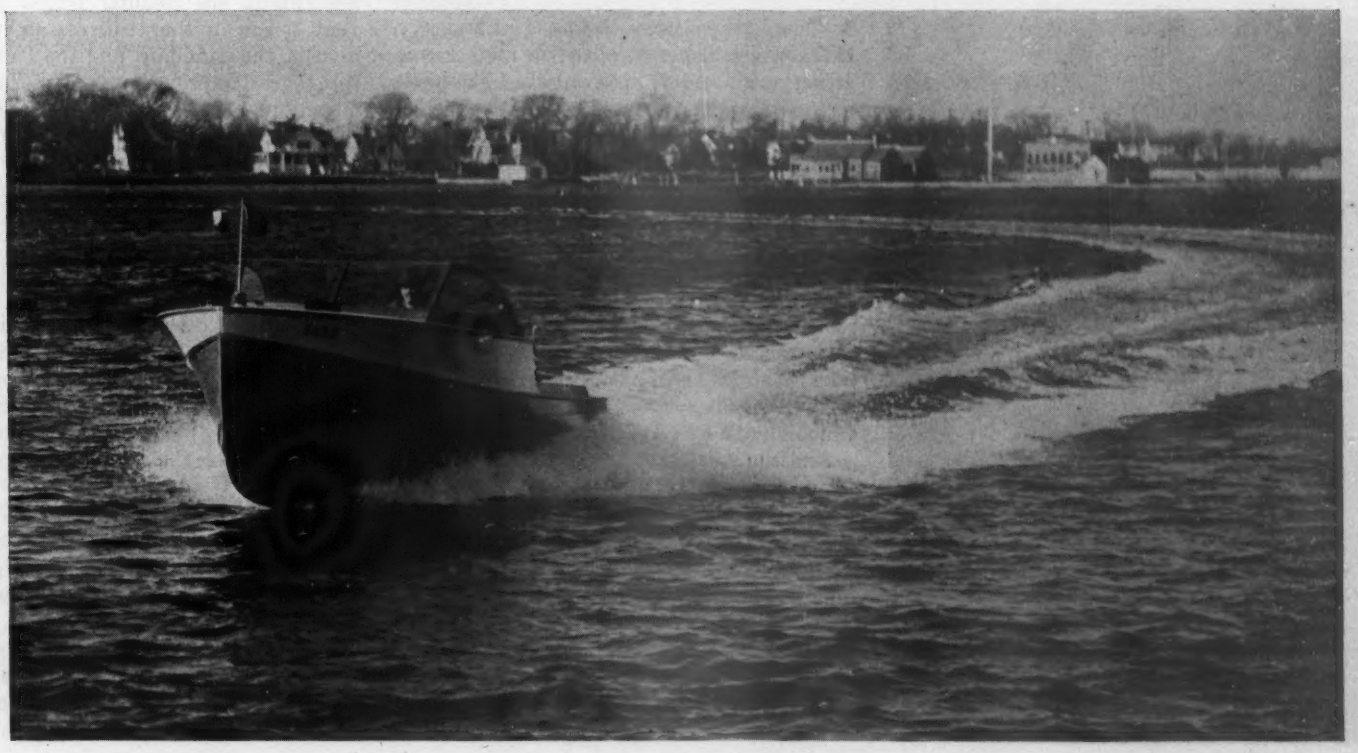
Right, the interior of a 12′ International One-Design Racing Dinghy, molded exclusively for The Anchorage, Inc., under the Vidal-Weldwood process. Below, the new Dyercraft 21-footer. She is a fast, seagoing motor day cruiser

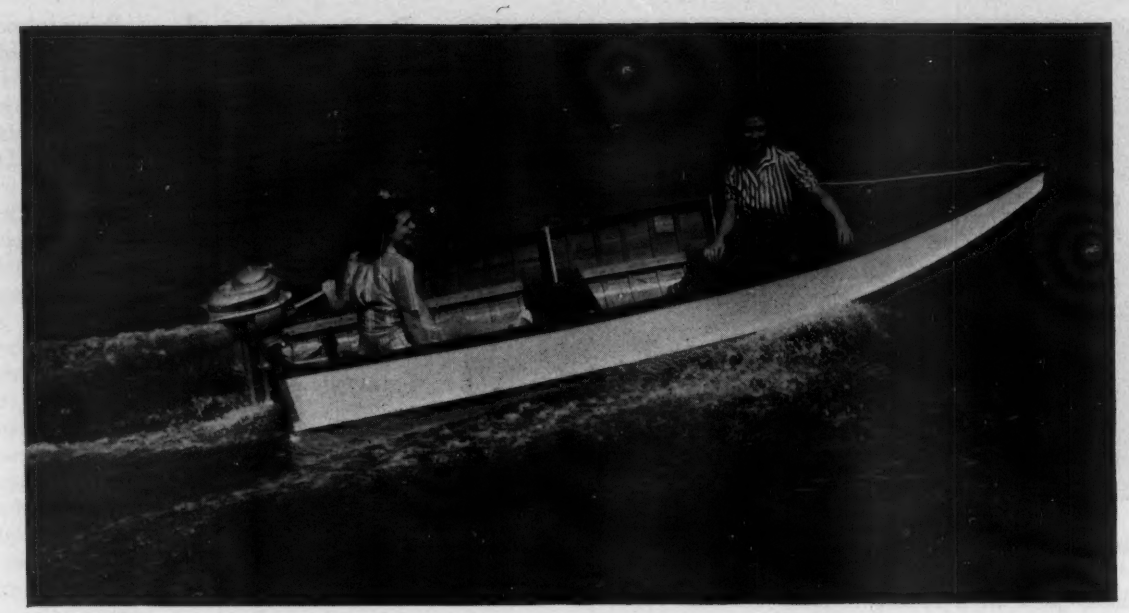
Being introduced for the first time to the yachting public at this year's New York Show, the 12′ International One-Design Class racing dinghy is shown with ultra-modern racing gadgets and the finest in small boat equipment. Designed by Harry C. Hall, whose *Hawk* won the Prince of Wales Cup for the 14′ International Class dinghies in 1939 against 52 competing boats in a 20-knot breeze, the hull is fabricated exclusively for The Anchorage under the Vidal patents by the United States Plywood Corporation and the finished product marks a new era in small boat construction. The method of construction, doing away with the regular transverse framing, produces a boat with a smooth interior which is easy to wipe out clean.

For the yachtsman wishing a combination of light weight, large carrying capacity and minimum length, the new 8′ Dyer-Hydrolite sailing tender, designed by Sparkman & Stephens, Inc., and built with the shell fabricated by Skaneateles Boats, Inc., will appeal to every sailor. This sailing dinghy carries a simplified rig with a marconi mainsail of 35 square feet.

The 18′ one design Marlin Class keel sloop that The Anchorage is sponsoring for 1941 invades the popular price field. Her performance, which has excited favorable comment by sailormen, has not been sacrificed in making a price reduction of substantially more than a hundred dollars. Rather, it has been accomplished by effecting further economies through increased manufacturing efficiency and the elimination of several unnecessary extras which had been included as standard equipment.

Rounding out the line is a fast 21′ seagoing day cruiser having optional layouts. The Dyercraft 21′ Deluxe, pictured herewith, carries a stove, ice box, seat, hanging clothes locker, and toilet under the raised deck forward. A covered fish box, draining outboard, is placed under the after deck and there is ample room for fishing chairs in the spacious cockpit.





Right, the Wolverine No. 3, a 14′ Deluxe model for outboard motor use, built by the Wagemaker Co. Below, the Lyman "clinker built" 18′ utility runabout. A Gray 6–103 gives this boat a sustained speed of 33 miles per hour

Gilbert Dunham's stock sloop "Stout Fella," a 23′ sailer with a small air-cooled auxiliary motor, may be used for overnight trips and short cruises

LYMAN SPECIALIZES IN CLINKER CONSTRUCTION

▶ The Lyman Boat Works, of Sandusky, Ohio, which has specialized in clinker construction since 1875, is exhibiting five boats at the Show. These are representative models of the company's entire line which includes inboard and outboard runabouts, row boats and tenders.

On exhibit is the 18′ Utility Runabout powered with a Gray Phantom 4-75. This boat is equipped with a Lyman All-Weather Top which has a sliding hatch to provide more airiness and sunshine and which gives easier access to the forward deck. Pictured here is the 18′ Utility Runabout without top and powered with a Gray 6-103 engine which gives a speed of 33 m.p.h.

Another model at the Show is the 17′ Islander which is a medium speed boat. She is powered with a Gray Sea Scout which gives a top speed of 14 m.p.h. The boat was developed primarily for fishing but has found great favor as an all 'round family boat. A still smaller inboard being displayed is the 15′ Fisherman which is powered with single cylinder engines of 1 to 5 hp.

Two 15′ outboards are also in the exhibit. One is a standard model which has a beam of 60″. The other is a deeper boat which was brought out to fill the demand for an extremely seaworthy outboard for rough water use. Outboard runabouts are also built in 11′ and 13′ sizes.

Other models in Lyman's line include a 16′ Utility Inboard, and 19′ 6″, 21′, 24′ Custom Inboard Runabouts. All of the above boats, with the exception of the 16′ Utility, can be equipped with the Lyman All-Weather Top. Each model is offered with a number of optional engines for greater speed.

Two row boat models, tenders of various sizes and a 15′ sail boat comprise the remainder of the line.

WAGEMAKER HAS BIG DISPLAY

▶ Prominent in the display of eighteen boats jointly exhibited by the Wagemaker Company, of Grand Rapids, Mich., manufacturers, and the Queens Marine Sales & Service, of College Point, L. I., distributors, are two of the popular No. 3 14-footers. Best sellers in the 1940 season, these two models, the Standard and the DeLuxe, feature several improvements. These include mahogany planking for the decks, rub rails and sterns for the DeLuxe model and mahogany rub rails, breast hook and stern for the Standard, the mahogany in both models being stained and filled. Coupled with their chromium plated bronze hardware, the new construction adds greatly to the appearance of these boats.

Among the other models on display are two sail boats, a Lightning and a Snipe, and a number of round bottom strip built runabouts, in Standard, DeLuxe and Super DeLuxe models, practically covering every requirement of the small boat enthusiast. Wagemaker Weldwood skiffs, in 8′, 10′ and 12′ lengths, and weighing from 70 to 150 pounds, are also shown. These boats, which make satisfactory tenders for larger craft, are suitable for outboard motors up to 10 hp.

Besides the representative line of Wagemaker boats, this exhibit includes a Vidal-Weldwood dinghy which Queens Marine Sales & Service has developed. This attrac-

Left, a 12′ Vidal-Weldwood dinghy built by the U. S. Plywood Company's patented process using thin molded veneers. This boat is powered with a Lauson LBM, 3 hp. 4-cycle air-cooled engine. Below, a Luders 18′ yacht tender built for M. F. Reddington's "Annette R"

tive little craft has an 11′ 6″ mast with Marconi sail having an area of about 45 square feet. The weight being but about 55 pounds, the new boat is regarded as ideal for a tender and sailing dinghy.

LUDERS EXHIBITS UNUSUAL YACHT TENDERS

▶ The Luders Marine Construction Co. of Stamford, Conn., builders and designers of all sized yachts, has on display this year two high speed yacht tenders, a 16-footer and an 18-footer. These are of unusual design, with sharp entrances at the water line, flaring up into broad round bows on deck. They are intended to afford dry, safe transportation at high speed from ship to shore. Each model has two cockpits, an open one for the driver up forward and another for passengers in a partially sheltered cockpit amidships. Although dry and seaworthy at high speed, the tenders may be safely slowed down to trolling speeds for greater comfort in rough weather.

The motors in each case are located aft, under a weatherproof deck. This position is made possible by a Morse chain transfer drive and reserves the midship section for the passengers. This location of the cockpit has the double advantage of making it dryer than if farther aft and of creating a minimum change of trim with varying loads. The 16-footer is powered with a Gray Four-22 engine which gives a speed of over 20 m.p.h. A 100 hp. Gray drives the 18′ model in excess of 31 m.p.h.

UNITED STATES PLYWOOD EXHIBITS VIDAL WELDWOOD

▶ The United States Plywood Corporation is demonstrating Vidal Weldwood boat hulls in booths 141 to 145, inclusive, at the Show. It will there conduct a demonstration of the general principles of the process, but The Anchorage, Inc., Penn Yan, Crosley Marine, Armstrong & Galbraith, Queens Marine and others will display craft produced by them on Vidal Weldwood hulls. The United States

Plywood Corporation does not build boats but supplies boatbuilders with hulls for assembling and finishing. In many instances, boatbuilders supply their own designs for molding.

The Vidal Weldwood Process is an adaptation of the latest developments in plastics and extends the field of Weldwood application to round bottom craft of almost unlimited size. Resin-coated veneers are draped over molds shaped to hull contours. Under combined heat and pressure, they slip freely into position and are bonded together by the resin flux. No internal stresses are set up in the process, consequently the full strength of the plywood is available structurally in the finished hull.

Another feature of the display will be Weldwood waterproof glue, an additional application of plastics to the boatbuilding field. This glue is packaged as a finely divided powder which mixes readily with cold water. It is applied cold and produces a bond impervious to any degree of moisture. Repeated tests of this glue applied to various species of wood prove that the bond, even after prolonged soaking, is stronger than the fibers of the woods it binds.

The now familiar Weldwood cook pot will again be in evidence, demonstrating the unassailable qualities of this marine plywood. Weldwood is phenol-formaldehyde resin-

Below, the Dunham "Stout Fella" under sail in a brisk nor'wester. A deep cockpit with well cushioned seats make this boat popular with the ladies

bonded in hot plate presses. For utility panels, it is supplied in Douglas fir of various thicknesses. For construction requiring unusual stresses, such as the hulls of the Ventnor-built "225's" and the Gold Cup world record holder *Notre Dame*, it is fabricated of hardwoods such as African mahogany, birch, etc.

STOUT FELLA NOW AVAILABLE IN TWO MODELS

▶ Stout Fella was designed to fill the bill as a day sailer which could carry several people with real comfort and as a small cruising auxiliary with ability to "take it," offering sleeping accommodations for two. Gilbert Dunham, of Stamford, Conn., designed this practical and attractive boat more than a year ago and is now presenting a new model for 1941 in addition to the one which proved so popular in 1940. An alternate arrangement is now available, consisting of a "Cuddy" model in which the cockpit remains the same but which has a small cuddy forward. In this permanent shelter the sitting headroom is adequate and extra privacy, spaciousness and toilet convenience are afforded.

The original model is still available. This one has a hood which is folded at the forward end of the cockpit during fair weather and in the daytime. When desired, it can be erected and to it can be attached a tent which goes over the boom and makes a cabin with five-foot headroom.

The principal dimensions of Stout Fella are: Length over all, 22′ 9″; length on the water line, 18′ 0″; beam, 7′ 4″; draft, 3′ 3″, with outside ballast. Construction is high grade, with oak frames and Philippine mahogany planking.

The large cockpit, with attractive kapok upholstered seats, not only provides plenty of room for day sailing but, since it occupies part of the area normally taken by a cabin, it permits the carrying of many persons without trimming the boat by the stern. The forward hatch leads to a compartment large enough to serve as a toilet room. It is also a grand place for stowage.

The cockpit is on two levels, the after part being elevated to permit better vision for the helmsman and to provide room for a small simple one-cylinder air-cooled motor of optional make, all with 2:1 reduction gear. Balsa is used for flotation in case the boat should fill, thus giving stowage space in the compartments that would otherwise be closed by watertight bulkheads. This also allows those compartments to have good ventilation, which discourages the formation of dry rot.

Right, a 14′ International Dinghy built by the Cape Cod Shipbuilding Company, of Wareham, Mass. Below, "Pimm Too," the first of the 1941 fleet of Parkman Stars featuring light but durable rigs and authentic flexible spars. She is an inexpensive Star of sound construction

CAPE COD EXPANDS ITS FLEET

▶ This year the Cape Cod Shipbuilding Company, of Wareham, Mass., continues with a long line of small sailing craft and adds an 18′ power boat to its fleet. Utilizing assembly line construction with standard forms for all the boats, the Cape Cod plant is able to turn out round bottom hulls at about the same cost as V-bottom boats.

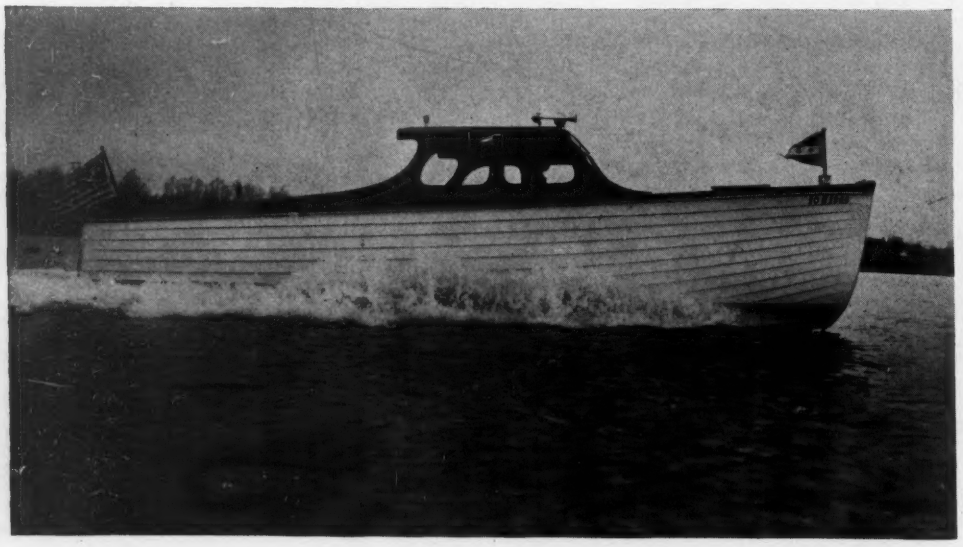
Feature of the Cape Cod fleet for 1941 is a 14′ International Dinghy designed by Uffa Fox. Beautiful to look at, thrilling to sail and embodying many of the gadgets usually found only in larger boats, these 14-footers represent an advanced form of small boat design and provide sporty racing.

Designed for day sailing as well as racing is the more comfortable 23′ Cape Cod Senior Knockabout, known on Long Island Sound as the Shamrock. This boat has a small shelter cabin forward. She may be had in either keel or centerboard models. The Rhodes "18" is also intended as an optional keel or centerboard boat. She was designed by Philip L. Rhodes, of Cox & Stevens, and has already proved popular after one year of existence.

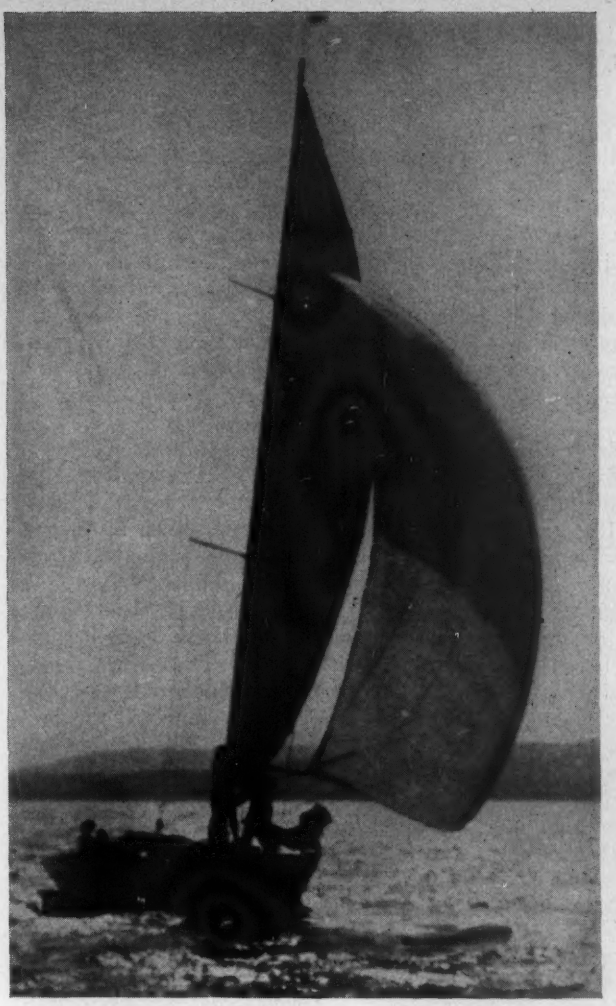
Another Cape Cod boat by a ranking designer is the 15′ Mercury. She is from the boards of Sparkman & Stephens and is a round-bottom centerboard boat, with outboard rudder and 120 square feet of sail in a modern sloop rig. Making her appearance last year, she has since proved her popularity.

Others in the Cape Cod sailing fleet are the 12′ Sea Scout, the 13′ Junior Catboat and the 18′ Baby Knockabout.

The 18-foot round bottom power boat that Cape Cod is presenting this year will not be on exhibit at the Show. She is completely designed, however, and will be in production by March.



The "Sea Wulf," a new 28′ sea skiff, shown by the Red Bank Marine Works of Red Bank, N. J. She has comfortable accommodations and is equipped for the convenience of the angler



The Alden "Barnacle," a fast cruiser-racer, 34' over all, 23' 4" on the water line, and 8' 5" beam. This attractive stock boat has cruising accommodations for four. Below, the Wright-Built Squee-Gee, a new 18' centerboarder, with lots of sail and a pretty turn of speed

JOHN G. ALDEN

▶ The designing and brokerage firm of John G. Alden, of Boston and New York, is exhibiting once again on the third floor at the Show. In the display, which is larger than that of last year, there are blueprints of new designs, photographs and models. Mr. Alden and his associates are on hand to answer questions and discuss anything pertaining to the sport of yachting.

The firm is offering several stock auxiliaries as usual, the feature of which will be the new Barnacle, brought out late last summer and already successful. She is larger than the 31-foot Malabar Junior and smaller than the 36' Coastwise Cruiser, both of which will be offered by Alden again this year. The Barnacle incorporates such desirable features as 6' headroom, pleasing appearance and good sailing ability. Berths for four persons are provided in separate staterooms with room left over for an enclosed toilet room, fully equipped galley and adequate stowage space. She has a modern sloop rig with permanent backstay and club jib. Her principal dimensions are: Length over all, 34' 0"; length on the water line, 23' 4"; beam, 8' 5"; draft, 5' 4".

Completing the list of stock auxiliaries, and largest of all, is the 42-foot Off Soundings Cruiser. Unlike the others, she is available with either yawl or cutter rig according to the buyer's preference.

THE 1941 "SEA-WULF"

▶ The 28' Sea-Wulf, built by the Red Bank Marine Works, of Red Bank, N. J., is making her initial appearance at the Show. Custom built of the finest selected materials and equipped with a Gray 6–90 medium duty engine, the 1941 Sea-Wulf incorporates many improvements, has trim hull lines and a well-appointed interior.

This boat, of lapstrake construction, provides a large and comfortable cockpit with 'thwartships seat aft, and with a cork-lined combination fish well and ice box across the transom. The motor is housed in the cockpit under an insulated engine box which also serves as a seat. Under the pilot shelter, which has full headroom, are situated two upholstered bunks, as well as helmsman's and companion's seat, and here on the port side are mounted the controls with all instruments. Down forward are two full length upholstered berths with storage space underneath, and the recessed toilet is in the bow. The craft is provided with all regulation maritime equipment, including weather cloth for the cockpit, chrome plated hardware, etc.

Of special interest are the gasoline tanks, built in the Red Bank plant, of Long Terne steel, a new metal in the marine line devised to do away with gumming up. As an added feature, the gasoline supply lines are taken from the top of the tanks so that, in case of breakage in the line or a leak in the carburetor, only the small amount of fuel in the line can foul the bilge.

SQUEE-GEE AND KOHINOOR

▶ A 17' 6" centerboard sloop known as the Squee-Gee is the latest contribution of the Wright-Built Boat Co., of Dundee, N. Y., manufacturer of the Kohinoor and other small sail boats.

Design of the Squee-Gee is based on the International decked sailing canoe idea, cruiser stern and all. The lines below the water line are rather fine, but swell out to give a wide deck with plenty of room. The beam is 5' 10", and the cockpit dimensions are 5' 10½" by 2½'. The sail area of this lively new craft is approximately 225 square feet, 175 square feet of the total being in the mainsail.

Predecessor in the Wright-built line, and still going strong, is the 15' 3" round-bilged centerboard sloop Kohinoor, which has been particularly well received in the Finger Lakes district of New York. The 110th unit of this popular line is now undergoing construction at Dundee.

ZOBEL SEA SKIFFS

▶ Zobel's Sea Skiff & Yacht Works, of Sea Bright, N. J., is showing at the Palace the latest type of its stock Sea Fox sea skiff. As previously, the company's display may be found in Section V on the Mezzanine floor. The Sea Fox conforms closely to the design of previous models, except that changes have been made in her underbody to promote speed, dryness and level riding. A Gray four-cylinder 62 hp. engine is standard equipment.

Zobel's latest 17' Sea Fox sea skiff, a lapstrake motor craft from Sea Bright, N. J. The standard engine equipment of the boat is a 62 hp. Gray

This model is 17′ 2″ over all, with beam of 6′ 4″, draft of 20″, and freeboard ranging from 23″ amidships to 25″ aft and 30″ forward. No space is wasted in the layout of the Sea Fox, there being ample seating capacity for seven persons, with easy passage throughout the entire boat. The engine enclosure is readily removed for inspection. An 18-gallon gasoline tank, deck-filled and vented, is located aft, and the boat is equipped to comply with all Government regulations.

SKANEATELES SHOWS NEW MODELS

▶ A new Skaneateles Comet, incorporating important changes in construction, is prominent in the Skaneateles exhibit at the Show. Added features of the display are the 19′ Lightning, a new 11′ 6″ class racer — the Penguin — and an 8′ dinghy built by the new Skaneateles Hydrolite process.

In bringing out the new Comet, the Skaneateles firm says her construction has been "refined from stem to stern." Least apparent to the eye, but most important in its effect on performance, is the great saving in weight of the hull. In another change, the keel is now built entirely on the inside of the double planking so that nothing extends below the fair curve of the bottom. There is nothing to offer resistance, not even a caulked and puttied plank seam. New, lighter and more efficient fittings have been designed. A longer cockpit has saved still more weight and provides added room and comfort.

Changes in rig have also been made and a special racing rig is offered as optional to the standard one. Both are being displayed by Skaneateles at the Show. The new mast, with its smaller size, aluminum and fiber fittings and its halliards running down the hollow center, is one of the features of special interest. Twenty-two and one-half feet long, it weighs only twenty-one pounds with all fittings as well as standing and running rigging.

The 19′ Lightning sloop, designed by Sparkman & Stephens, will be an outstanding model with Skaneateles again this year. She is a safe, comfortable day sailer and a fast, sensitive class racer.

A newcomer to the Skaneateles class racing family, which already includes the Lightning, Comet, Snipe and Gosling, is the 11′ 6″ Penguin. Designed by Philip L. Rhodes of Cox & Stevens, the Penguin has demonstrated smart sailing performance, speed and versatility at a low price. Rapid strides are being made in the national class organization and many fleets are already in action. The model also performs well with oars or outboard motor, making her a good tender or all around utility boat. She may be carried on top of an automobile as well as by trailer.

An 8′ dinghy, designed by Sparkman & Stephens, serves as the first public showing of Hydrolite construction. Hydrolite, a product by Skaneateles, was announced in YACHTING last February as a development in plastics with application to the boatbuilding industry. It is now revealed as a means of building boats having unusual freedom of design.

Top, left, 19′ Lightning Class centerboarder, built by Skaneateles. One of the fastest growing classes in the country, the Lightnings now number over 400. Left, the Skaneateles Hydrolite 8′ mahogany dinghy which weighs less than 60 pounds. Below, one of the Penguin Class sailing dinghies designed by Philip L. Rhodes. A total of almost 400 Penguins has been built all over the country in the last eight months and more are started

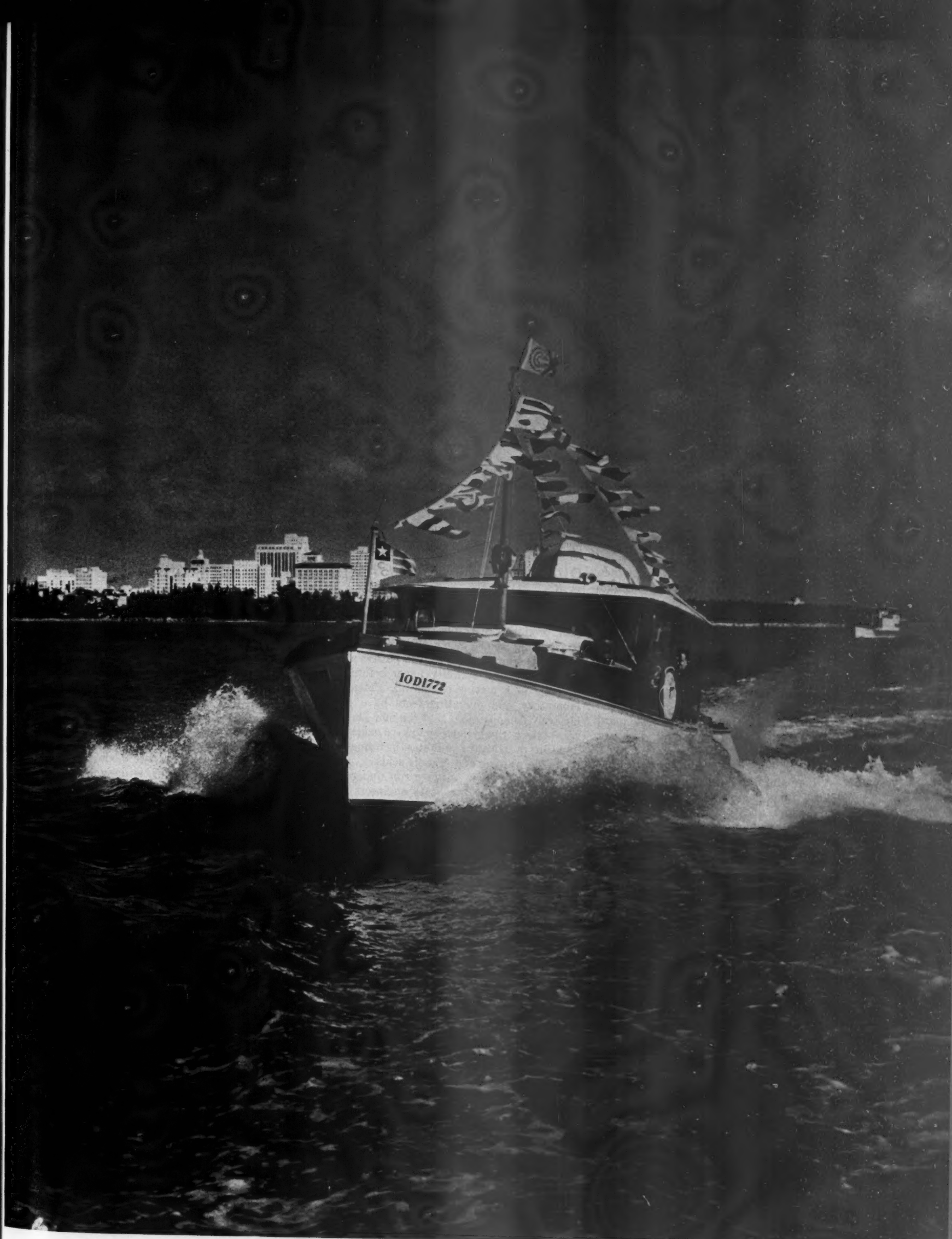
PARKMAN STARS

▶ Parkman Yachts, Inc., is exhibiting two Stars at the Show this year, the 1941 "Winner" and "Champion." The lines of both boats are identical and incorporate the outstanding features of the traditional Parkman Star, together with those of the famous world's champion *Pimm*. The public will have an opportunity to compare differences in rig and equipment and to understand why two Stars of the same hull form may vary in price because of differences in their fittings, construction and finish.

The "Winner," the popular priced boat, has flexible spars and the single spreader rig. Her fittings and equipment cover all the essentials necessary to handle a Star properly but simplicity is the keynote. For instance, there is a non-roller boom and the position of the mast at deck is controlled by wooden wedges. Stainless steel and non-corrosive aluminum alloy fittings have supplanted most of the heavier bronze ones of former years. This applies to newly designed mast tangs, backstay tracks, chain plates and other deck fittings. The boat has all spruce frames except the five mahogany ones that carry the keel. The deck is covered with light 8-ounce duck and the bare hull weighs only 365 pounds. The purpose of the "Winner" is to provide an inexpensive Star of sound construction which will be able to race successfully against the more elaborate boats.

The "Champion," the deluxe Star, has a bright wooden deck with full length mahogany covering board finish, shiplapped bottom and inset galvanized keel. She displays the double spreader rig, with roller boom, crank action partner, jib sheet and main sheet winches and innumerable other new fittings. Among these are deck halliard turnbuckles with a riding cleat which eliminates the need of halliard winches. Airplane turnbuckles are connected to the chain plates by spring button slides, making it possible to shift the position of the shrouds in a second.

The trend throughout in both boats has been toward lightness, without sacrificing strength in either hull construction or rig.



Rosenfeld

ENGINES FOR FINE PERFORMANCE

STERLING FEATURES ADMIRAL

▶ Outstanding in the exhibit of the Sterling Engine Co., of Buffalo, N. Y., is the brand new 12-cylinder Admiral which is by far the most powerful engine ever built by this manufacturer. With its cylinders arranged in a 60° V pattern, and with bore and stroke of 6⅜″ by 6½″, the Admiral produces 1200 hp. at 2350 r.p.m. when supercharged and 800 hp. at 2200 revolutions when it is not supercharged.

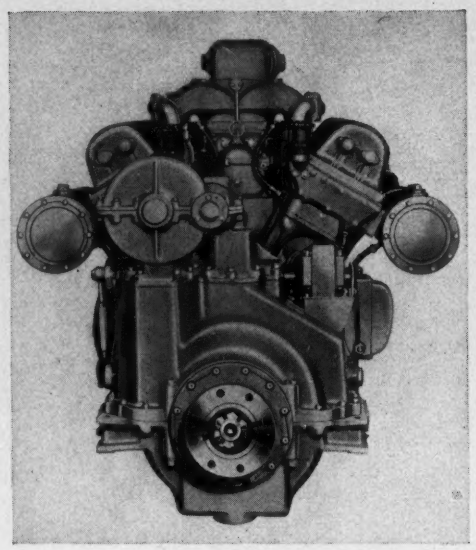
Similar to other Sterling motors which power some of the Navy's new motor torpedo boats, the Admiral is being built for the British Admiralty as well as for the U. S. Navy. Its remarkable compactness is one of its most apparent features, the engine measuring about 101″ in length, 50″ in height, and 49″ in width, including the exhaust manifolds. The weight, inclusive of reverse gear with remote control, heat exchangers and all accessories, does not exceed 4200 pounds.

Grouped about the Admiral at the exhibit in Block W on the mezzanine floor of the Palace are well-known Sterling engines, including 6- and 8-cylinder models of the Viking, the 6-cylinder Dolphin, and the 6-cylinder Petrel. All of these engines are represented in orders now being filled for either the United States Navy or the Coast Guard — which explains the selection of the company's 1941 exhibit watchword: "How Sterling Engines Guard the Nation's Shores."

The Sterling Viking, long a favorite in Government patrol boat service, has 8″ bore and 9″ stroke. The Viking "6" pulls 425 hp. at 1200 r.p.m. and the "8" 600 hp. at the same speed. Two of the Viking "8s" are being used to power each of the new 81-foot Coast Guard patrol boats designed by Naval Architect Walter J. McInnis.

The Dolphin, a 6-cylinder motor, has 5¾″ bore and 6¾″ stroke, yielding 300 hp. at 2000 r.p.m. Light weight dual valve-in-head design is a feature of this engine, which has been in production for more than fifteen years. It is equipped with a special Sterling clutch which gives 150 hp. reverse capacity and 97 per cent reverse ratio in revolutions.

The Petrel, one of the oldest favorites of the Sterling line, is also a 6-cylinder engine, and has 5¼″ bore and 6″ stroke, developing



Above, rear end view of the new Sterling Admiral. Right, same engine, front end view

225 hp. at 2200 r.p.m. Reduction gear models of this motor are also available.

Although busy with the work of two governments, the Sterling company has succeeded in keeping abreast of private orders for engines and replacement parts.

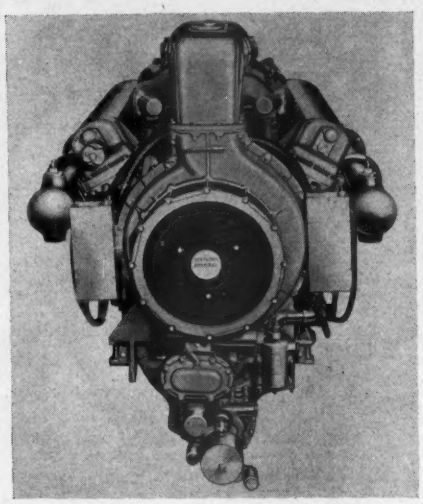
QUAKER STATE FEATURING NEW DUPLEX OIL

▶ The Quaker State Oil Refining Corporation, producers of Duplex marine engine oil, is featuring at the Show this year an improved Duplex which is said to possess a degree of chemical stability never before attainable in a marine engine oil. Extensive laboratory and operating tests have conclusively demonstrated that the new Duplex resists the normal tendency toward oxidation and thus practically eliminates the formation of sludge, varnish and organic acids.

Tests of the new oil were run under the supervision of Quaker State engineers and chemists in collaboration with engineers of the Pittsburgh Testing Laboratory. Briefly, the results of the tests showed the outstanding superiority of the new Duplex as to absence of carbon accumulation, sludge and solid matter. In bearing corrosion tests, Duplex-lubricated bearings finished in a practically good-as-new condition.

NEW CROSLEY MARINE MOTOR

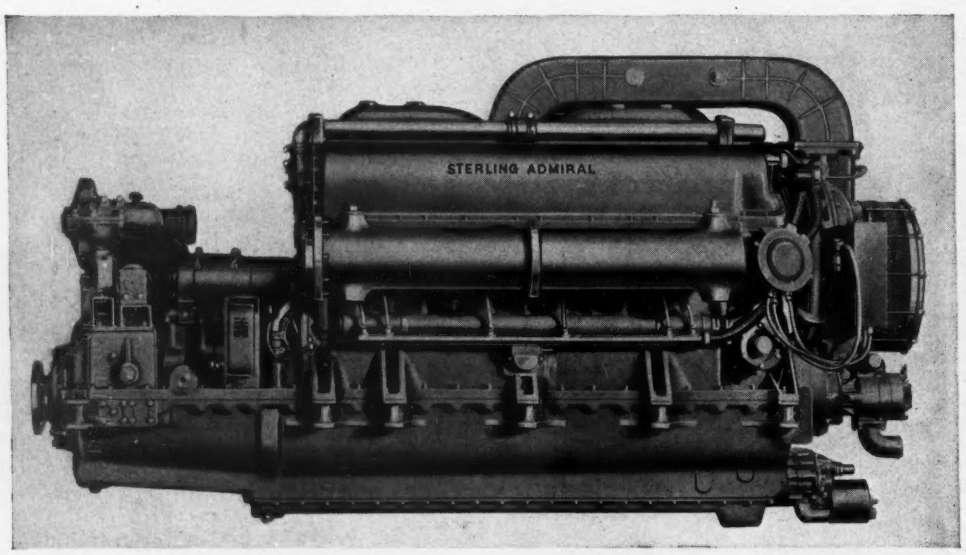
▶ Crosley Marine, of Cincinnati, a partnership formed by Powel Crosley, Jr., president of the Crosley Corporation, and his son, Powel Crosley III, formerly vice president of the same company, is exhibiting at the Palace its new marine water-cooled adaptation of the air-cooled engine used in the Crosley car. The engine has water-cooled oil pan, cylinder heads and exhaust manifold. The motor is rated between 8 and 9 hp. at a speed of 2800 to 3000 r.p.m. The price of this newcomer to the marine field is regarded as exceptionally low for an inboard marine motor producing this amount of power.



NEW TWIN DISC GEAR SHOWN

▶ The Twin Disc Co., of Racine, Wis., is showing a new reverse and reduction gear together with one of its earlier models. The new gear, called the Yacht, is designed especially for yachts in which space and weight are at a premium. Its design eliminates the need for a clutch back plate, as the engine flywheel itself is machined to provide one of the friction surfaces for the reverse clutch. The reverse pilot bearing is carried in the flywheel bore, and the drop to the propeller shaft is only a trifle over 4″. The unit can be furnished with forward ratios of 1.04:1 and 1.61:1, with reverse ratios of 1.00:1 and 1.39:1, respectively. The new gear is provided with a No. 1 SAE housing and its general specifications are consistent with Twin Disc's widely used heavy duty type marine gears. It has a capacity of 70 to 140 hp. at engine speeds from 900 to 1800 r.p.m.

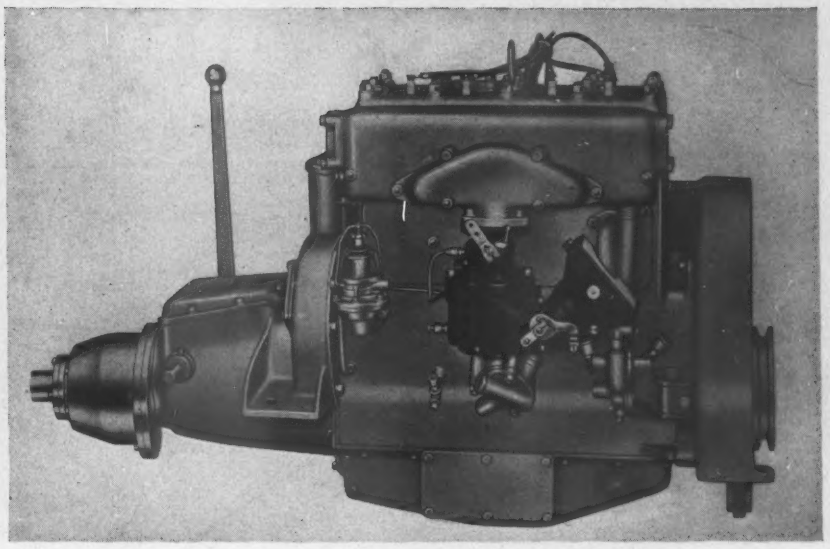
The other marine reverse and reduction gear on exhibit is the Model MG-125. This is one of the latest models of the 100 per cent reverse and reduction gears which Twin Disc pioneered some years ago. Its capacity is 115 hp. at 1200 r.p.m., 145 hp. at 1500 r.p.m., and 165 hp. at 1800 r.p.m.

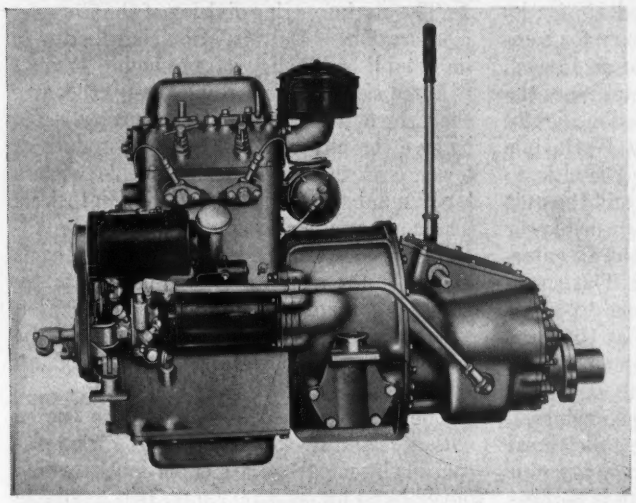


The new 12-cylinder Sterling Admiral, with bore and stroke of 6⅜″ by 6½″, produces 1200 horse power at 2350 r.p.m. when supercharged

KERMATH FEATURES NEW 27 HP. DIESEL

▶ Prominent in the varied display of the Kermath Manufacturing Co., of Detroit, is a 27 hp. 2-cylinder Kermath Diesel which is making its first appearance at the Palace. This compact motor, which develops its power at 1800 r.p.m. and weighs 850 pounds, has over all dimensions of 41 13/16″ length, 21″ width, and 20⅞″ height. Its cylinder dimensions are 4″ bore and 4½″ stroke. Ignition is by compression, the fuel injector being supplied by Bosch. A 2:1 Upton reduction gear is provided, together with Joes reverse gear. The starting device is a 12-volt unit. Also on display is the Diesel 4-226, a 4-cylinder job with the cylinder dimensions of the two-cylinder Diesel, and with power output of 55 to 65 horse power.





Above, the Kermath Sea Chief "4" is offered in three types and three power ratings. Left, this 2-cylinder Kermath Diesel develops 27 hp. at 1800 r.p.m.

A recent model in the Kermath gasoline line is the new Sea Chief "4," brought into production late last year. This motor, with 3⅛″ by 4⅜″ bore and stroke, displacing 134 cubic inches, is offered in three types, the Fishermen's Special, developing 30–40 hp., the High Speed with an output of 61 hp., and the Super Speed, delivering 68 hp.

While Kermath announced and displayed its Sea Chief "6" at the 1940 Show, this engine has been revamped to the extent that it can be considered a new model. It now has larger displacement and greater power output, the cylinder dimensions being 3 9/16″ by 4″ and the piston displacement 239 cubic inches to develop 102 hp. instead of the former 96 hp. As exhibited, this model has the Upton reverse and reduction gear, and the Centriflow fresh water cooling system which distinguished it and other Kermath models last year.

Because of national defense measures, great interest has been shown in the larger models of the Kermath line, increased production having been effected in such powerful motors as the 225 hp. Sea Wolf and the 500 hp. Sea Raider, both of which engines are on display at the Palace. Of interest also is the Sea Chief "8" which made its debut a little more than a year ago and has been adopted by several prominent stock boatbuilders and in which production is being doubled for the coming season. This eight-in-line engine, with bore of 3¼″ and stroke of 3½″, develops 100 hp.

The Sea Chief "8" Special, a development of the above-mentioned model, has a slightly longer stroke, and develops 110 hp. at 3600 revolutions per minute on direct drive and the same power at half the speed when provided with the Upton reverse and reduction gear.

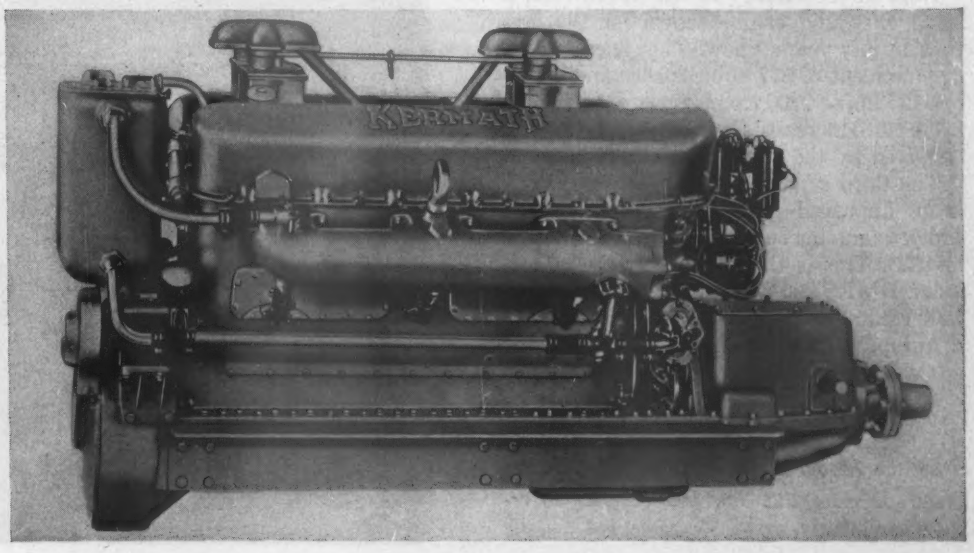
Familiar features of the Kermath line: Kermath Temporator; Fram oil filter; harmonic vibration dampener; high-turbulence, flame-controlled machined cylinder heads, etc., are continued in the construction of these motors.

HALL-SCOTT INVADERS

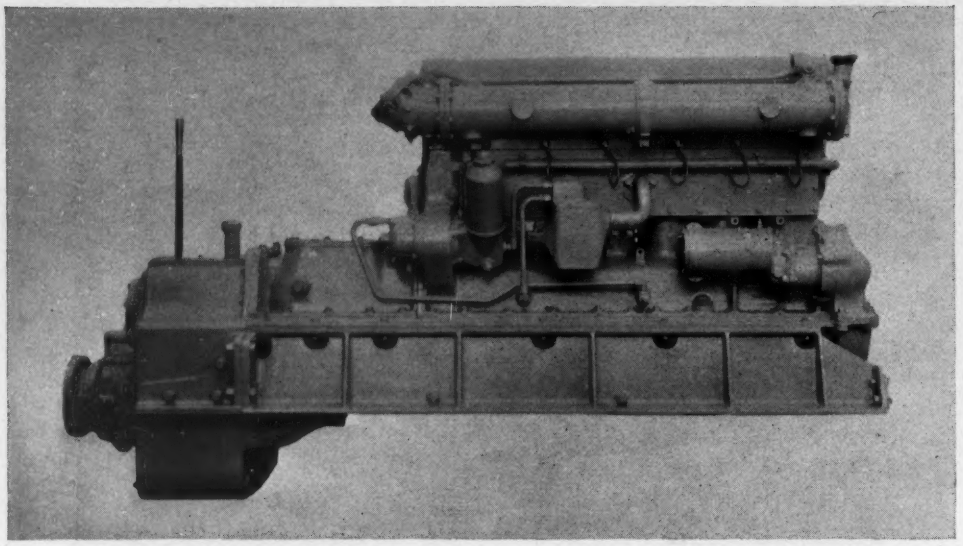
▶ In Space S on the mezzanine floor of the Palace, the Hall-Scott Motor Car Co., of Berkeley, Calif., is exhibiting two models of its Hall-Scott Invader. One of these is a direct drive engine delivering 275 hp. at 2100 r.p.m. and giving maximum speed for fast boats of all types. The other is a similar engine fitted with reduction gear. The reduction gear Invader may be obtained with gear ratios of 2:1, 2½:1, and 3:1. Singly, or in multiple, this model gives exceptional speed in boats up to 100 feet in length.

Both models of the Invader have six cylinders of 5½″ bore and 7″ stroke. Piston displacement is 998 cubic inches, and the approximate weight is 2000 pounds for direct drive models, and 3625 pounds for reduction gear jobs. Chrome nickel iron cylinder blocks and heads are supplied for operation with salt water.

The Hall-Scott Invader has given an exceptionally good account of itself in many different types of craft — cruisers, motor yachts, commuters, runabouts, general utility



Right, Kermath's Sea Raider has a bore and stroke of 5″ by 6″, 1414 cubic inch piston displacement and develops 500 horse power



Left, this reduction gear, 6-cylinder 275 hp. Hall-Scott Invader comes in gear ratios of 2:1, 2½:1 and 3:1, giving a choice of tail shaft speed

boats and commercial vessels. In the exacting service of powering water taxis, where power, reliability, and economy are equally imperative, Invaders have set outstanding operating records. Extremely efficient carburetion gives a fuel consumption of only .57 pounds per horse power per hour.

One of the cardinal principles in the design of this motor is the interchangeability of its parts. No Invader need become obsolete since — as is the case with all Hall-Scott engines — every improvement is so engineered as to be applicable to every motor of this type in service. The Invader is built for long life without the necessity of periodic overhauls, and its performance over ten years of service has demonstrated its economy and reliability.

CUMMINS SHOWS SUPERCHARGED DIESELS

▶ Three supercharged Diesels, the newest development of the Cummins Engine Co., of Columbus, Ind., are prominent in this concern's exhibit at the Palace. The most recent of these supercharged engines is the LMRS-600, a heavy duty Diesel with 7″ by 10″ bore and stroke, piston displacement of 2309 cubic inches, developing 325 hp. at 1000 r.p.m. The power development represents a 75 hp. increase over the maximum 250 hp. of the unsupercharged Model L.

Next in the display is the AMRS-600, a small 4″ by 5″ engine shown for the first time in last year's Show. This Diesel has a displacement of 377 cubic inches and develops 135 hp. at 2200 r.p.m. By supercharging, a one-third increase is gained over the 100 hp. delivered by the standard AMR-600 model.

The third supercharged Diesel on display is an improved model of the first engine which Cummins supercharged for the Navy in 1938. This is the now widely used 6-cylinder, HMRS-600 which develops 200 hp. at 1800 r.p.m.

Apropos of supercharging, the Cummins engine depends only on fuel and air for its operation and requires no auxiliary for complete combustion. The amount of air in each cylinder on each power stroke determines the amount of fuel that can be burned efficiently on that stroke. The fundamental principle of supercharging the Cummins Diesel is to put more air into each cylinder, and the unit itself is merely a small compressor or blower which creates a pressure behind the air entering through the intake manifold. The supercharged Cummins has seven or eight pounds of air pressure in each cylinder at the start of the compression stroke, instead of the slight vacuum which is likely to obtain in unsupercharged Diesel or gasoline engines.

These supercharged models are not claimed by the company to be entirely new types or designs of engines. Actually, there is nothing new about them except the application of the supercharging unit. Supercharged and standard Cummins engines of the same model develop their maximum horse power at the same revolutions per minute and have the same cylinder dimensions.

Another highlight of the exhibit is a new cooling system for all models, this being a built-in fresh water cooling unit complete with heat exchanger, expansion tank, sea water pump and automatic full flow thermostatic control. In addition to the improved cooling system, the new LMRS-600 supercharged Diesel is equipped with a lubricating oil cooler and a 125-gallons per minute built-in clutch-controlled bilge pump. This heavy duty engine can be equipped for air or electric starting, or both.

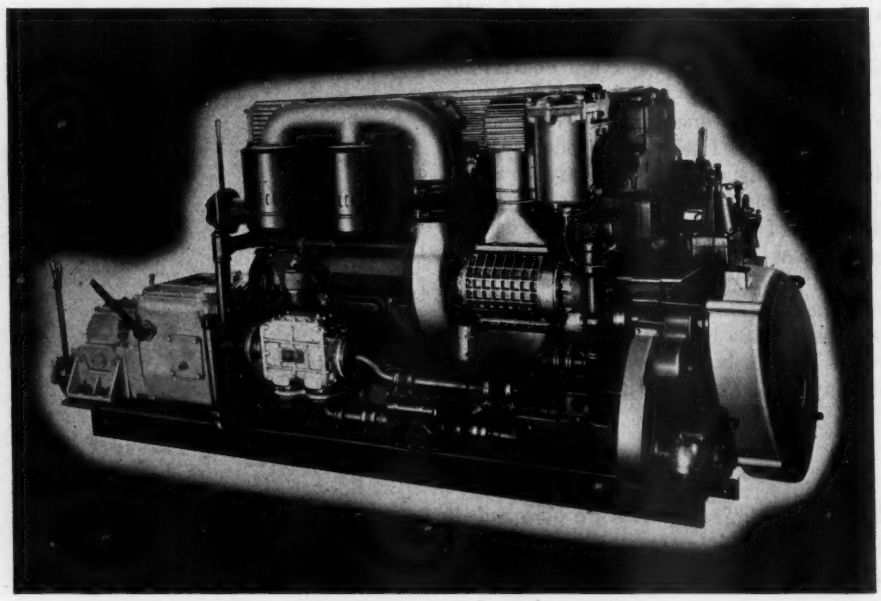
In addition to the supercharged motors, the company is showing a standard 6-cylinder AMR-600, developing 100 hp. at 200 r.p.m. and the popular Model HMR-600 which develops 150 hp. at 1800 r.p.m.

CHRYSLER—ACE, CROWN AND ROYAL

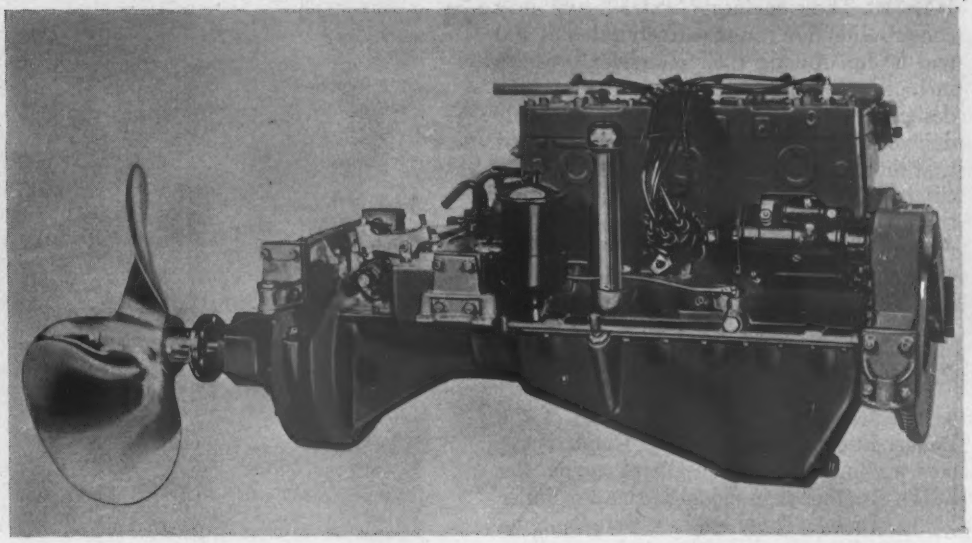
▶ The marine engine division of the Chrysler Corporation, of Detroit, Mich., is adhering to its established policy of producing engines of three sizes, named, respectively, the Ace, the Crown, and the Royal, its purpose being to give the buyer a high quality product at lower cost than would be possible with a large number of engines of different sizes. The company is also continuing and broadening its effort to make these three models available for a great variety of boats by equipping them with reduction gears of a wider range. Thus, in 1941 Chrysler will be in a position to power twin screw medium speed cruisers up to 100 feet in length.

The Chrysler Ace is a 6-cylinder engine with bore and stroke of 3⅛″ by 4⅜″ and piston displacement of 201 cubic inches which develops 83 hp. at 3200 r.p.m. It is available with reduction gears of 1.43, 1.95, 2.56, 3.46 and 4.91 to 1 ratios. The next larger engine is the Crown, also a "six," but with cylinder dimensions of 3⅜″ by 4½″, and piston displacement of 241.6 cubic inches, which develops 110 hp. at the same rotative speed as the Ace. The same ratios in reduction gearing are offered, and either model may be obtained with V reduction drive built integrally with the engine with ratios of 1.43 and 2.05 to 1.

The remaining Chrysler model, the Royal,



Right, the Model LMRS supercharged Cummins Diesel develops 325 hp. The compact supercharging unit adds 75 hp. to the Standard model



Right, the Chrysler Ace 6-cylinder engine develops 83 hp. at 3200 r.p.m. and is available with five reduction gear ratios

is an 8-cylinder motor that delivers 143 hp. Bore and stroke are 3¼" by 4⅞" and piston displacement is 323.5 cubic inches. Reduction gear ratios available with the Royal are 1.43, 2.03, 2.51, 3.17 and 4.48 to 1.

Arising from the economical and outstanding performance of the Ace and Crown models with 3.46 to 1 reduction gear, and of the Royal with 3.17 to 1 reduction gear in boats up to 70 feet in length, a demand has been created for Chrysler power in larger boats. The development of the 4.91:1 reduction gear for the Ace and the Crown and the 4.48:1 gear for the Royal has been in response to this demand.

For the new year, improvements have been made in all models. All parts that are subjected to wear are "Super-Finished." This is a Chrysler development productive of a mirror-like finish on machined surfaces which reduces wear and adds materially to the life of the engines. Another interesting improvement is the combination flame-arrester and air intake silencer that has reduced carburetor noises to a minimum. Tool steel exhaust valve inserts, featured in all models, eliminate frequent valve surfacing.

Additional Chrysler features are water pumps with double drive shafts having steel gears running in oil inside of the timing gear case and driving each shaft independently to prevent pump gear wear; automatic take-up on reverse adjustment, and shaved finish on reduction gears to provide smooth and quiet operation.

SCRIPPS, GASOLINE AND DIESEL

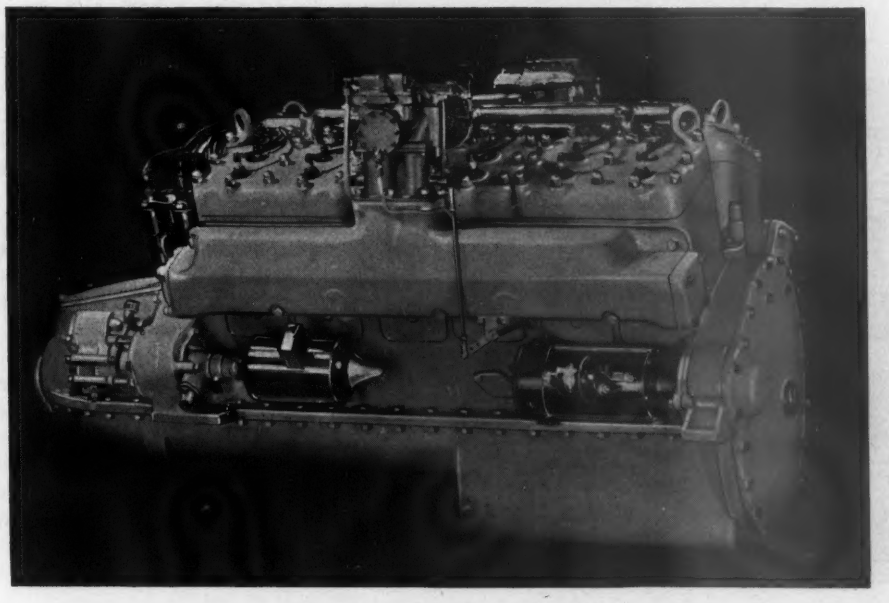
▶ The Scripps Motor Co., of Detroit, Mich., is presenting representative models of its line of more than fifty models of gasoline and marine Diesel engines. This line offers an extensive choice of right and left hand models of 4, 6, V-8, and V-12 cylinders, designed for high speed and medium speed and with reduction gears covering a range of 25 to 316 hp. each, and up to 600 hp. in twin installations.

In the gasoline line, the Series 30, a 50 hp. 4-cylinder engine; the Series 90, a 90 hp. 6-cylinder model; and the Series 100, a 110 hp. "six," are medium priced engines of the same general design, varying only in size, power output and minor details. Their compactness and low height may be mentioned as distinctive features of these motors.

Series F-4 and F-6 are motors of 4 and 6 cylinders for high and medium speeds having identical cylinder dimensions of 3¾" by 5". The F-4 engines develop from 35 to 81 hp. and, because of their compactness, high torque and great versatility, are particularly desirable for auxiliary installation. The fuel and lubricating systems of all F series Scripps engines are designed particularly for sailboat service, and the efficiency of the motors is said not to be impaired even though the boat is heeling at a considerable angle. The F-6 engines provide 45 to 120 hp.

The Scripps V series consists of the Standard V-8, 85 hp.; the Mercury V-8, 95 hp.; and the Zephyr V-12, 120 h.p., the basic assemblies of these motors being thoroughly proved new units of the Ford Motor Co. Every marine part is selected to give maximum efficiency and all accessories are conveniently placed on the upper part of the motors where they are within easy reach. Standard in-line reduction, heavy duty offset reduction gears, or a special combination reverse and reduction in 2 to 1 ratio is offered, the last providing reverse rotation for twin motor installations.

Many other series of gasoline motors, as well as two models of Hercules Diesels are included in the output of the Scripps Motor Co.



Left, the Scripps V-12 Model 302 has a compact L-head. It develops 316 hp. at 2600 r.p.m. Scripps engines are designed for high and medium speed

BUDA SHOWS LARGER ENGINES

▶ The Buda Company, of Harvey, Ill., is displaying in the east half of Space L on the main floor of the Palace a Diesel generator set, two gasoline engines and five models of the Buda Lanova Diesels. One of the Diesels, shown for the first time and of particular interest, is the Model 6-DHMR-1879, which is equipped with Twin Disc reverse and reduction gears and is intended for work boat and tow boat service. It develops 248 hp. and has bore and stroke of 6¾" by 8¾". The four other Diesel models for propulsive purposes give a usable power range from 90 to 170 hp., and are intended not only for pleasure boats, but for fish boats and craft of other types.

Two of these Buda Diesels, the 6-cylinder DHM-691 and the 6-cylinder DHM-909, developing 150 and 170 hp. respectively, are equipped with Twin Disc reduction gears. Each of these engines of the Buda Lanova type is designed as a self-contained unit. All the equipment required for operation, with the exception of the starting batteries, is built into the engine structure. The entire equipment includes fuel pump, water and oil filters, starter, reverse gear, instrument panel, fuel injection pump, voltage regulator and water temperature control.

In the Buda display at the Palace, the Diesel generator set is of 15 kw. capacity, a type and size of auxiliary unit which has proved popular for boat service.

The gasoline engines which the Buda company is showing are Models KM-428 and

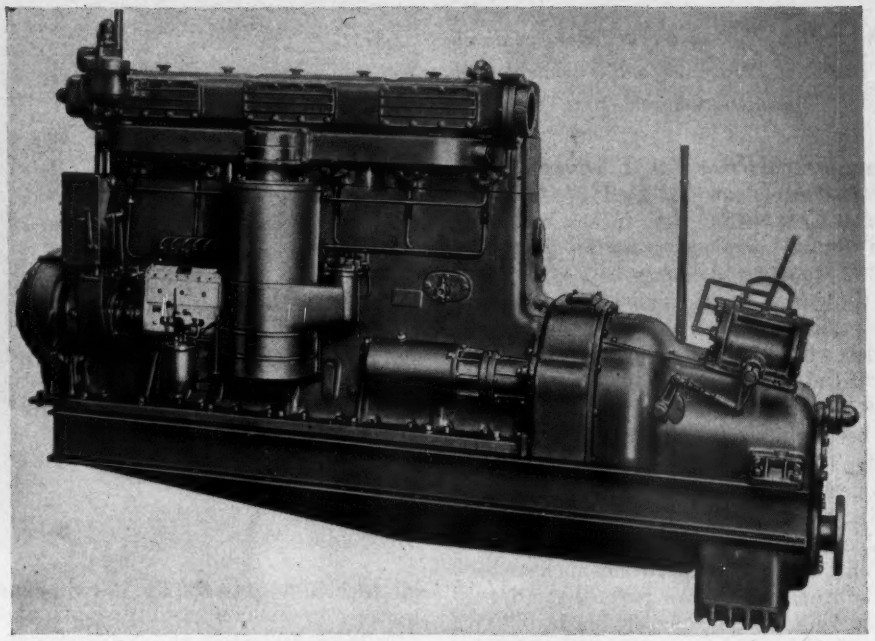
HM-326. These engines, of extra heavy duty construction, are conservatively rated at 100 and 80 hp. Among their many features are included all brass and bronze carburetors, designed especially for marine use, accessible double-shaft drive water pumps, so designed that the gears have no tooth contact (thereby eliminating wear caused by sand passing through the pumps), double ignition, full pressure feed oiling, and double clutch drive gear, mounted in all oil-tight housing, held in rigid alignment with the engine.

PALMER FEATURES DIESELS

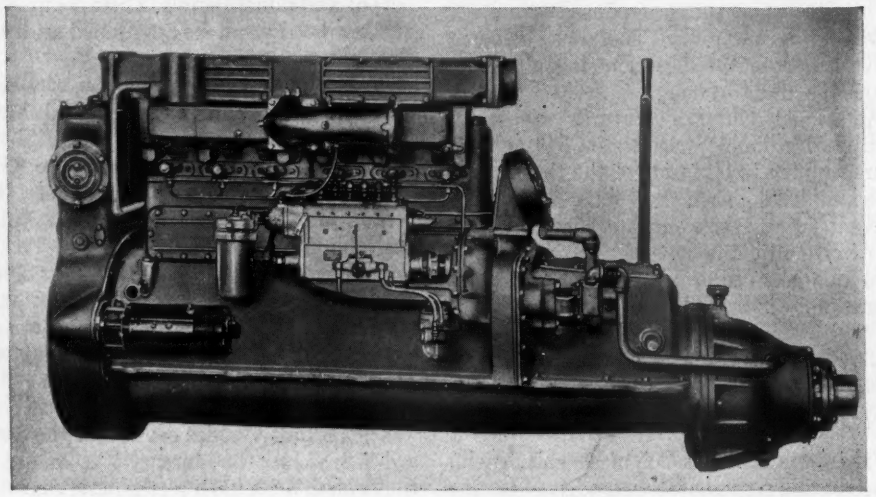
▶ The feature of this year's exhibit of the Palmer Engine Co. of Cos Cob, Conn., is the new 6-cylinder 60–70 hp. Diesel engine, the RND. Another new model is the 3-cylinder 30 hp. Diesel. These engines were built as a result of the success of the 40 hp. medium duty Diesel, presented at last year's Show. Palmer has built long-life engines for over forty-five years and the new Diesels are children of the same family. They are designed primarily to withstand the severe usage of commercial boats over a long period of years. They also appeal to the serious yachtsman, who knows the water and appreciates the need for dependability.

The "six" will have all the modern features which Palmer has incorporated into its Diesels. These include special turbulent combustion chamber with valves removable without disturbing the heads; high compression for easy starting even at low temperatures; emergency hand starting, two oil pumps; fresh water cooling; oversize precision type bearings, etc.

The old reliable line of gasoline engines is being maintained in all its completeness. A few sizes of the heavy duty models have been placed on the custom-built list to make room for the new Diesels. They are still available upon request, since Palmer has always carried complete parts for all engines built up to forty-five years ago.



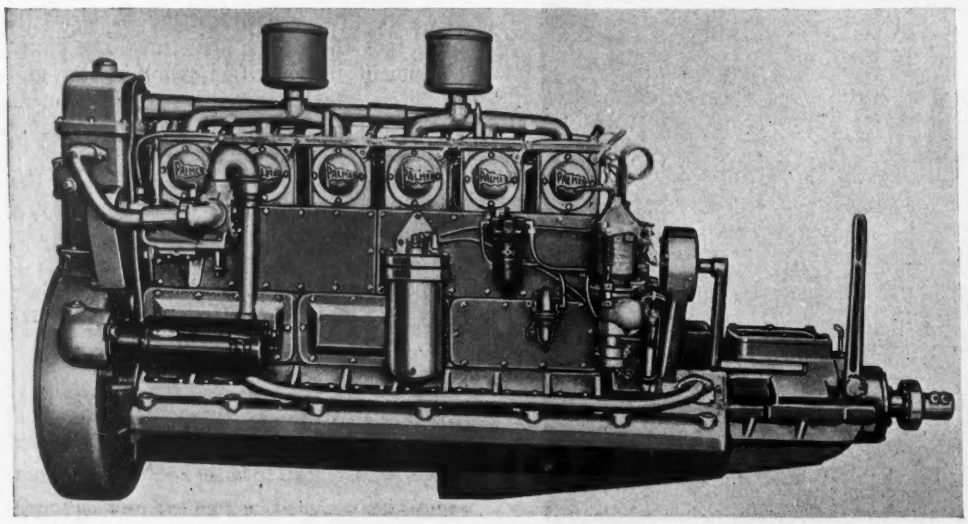
Above, the new Buda 6-DHMR-1879, a 6-cylinder Diesel particularly adapted for work boat and other heavy duty service. It produces 248 hp. and is equipped with a Twin Disc reverse and reduction gear. Below, the Buda 6-DHM-691, a 150 hp. Diesel



The Palmer RND Diesel, a 60–70 hp. 6-cylinder engine which is built under the patents covering the well-known English Russell-Newberry Diesel with special turbulent combustion chambers and fresh water cooling system

MACK MARINER DIESELS

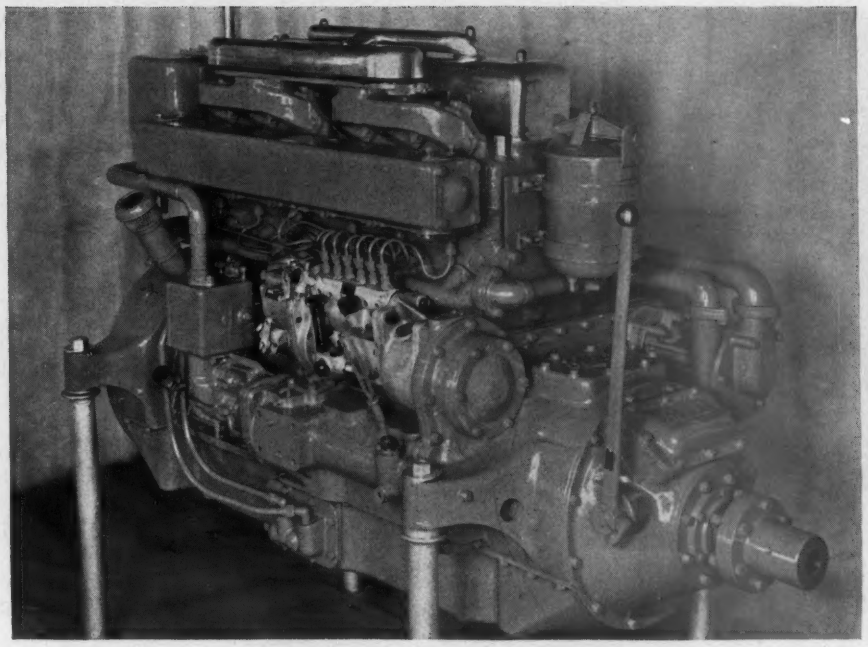
▶ For 1941, the Mack Manufacturing Corp. of Long Island City, N. Y., offers a wide series of Mack Mariner Diesel engines, designed for fishing, work boat and yacht installation. This year it is adding two more to an already existing line of four marine engines. At the Show, in Block U, five of the line are on exhibit. One of these is in cross section to show all its important features.



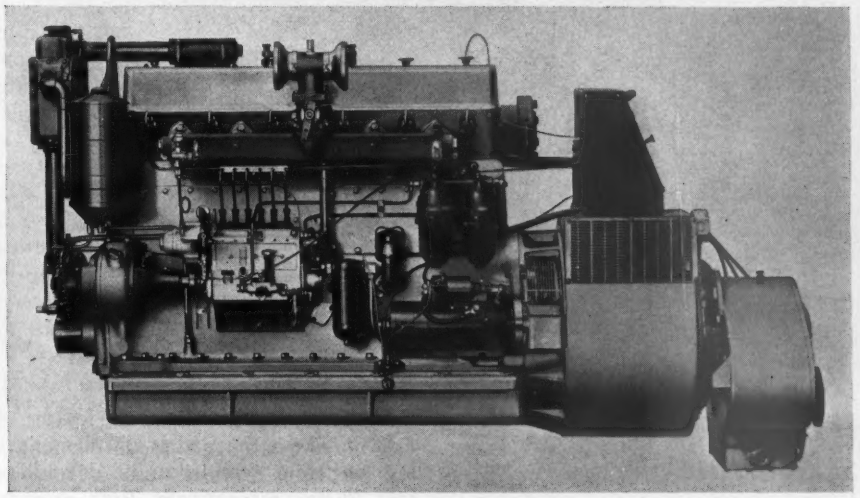
The two new Diesels are larger and more powerful; both are of 605 cu. in. piston displacement and with a bore and stroke of 4⅝″ by 6″. They have been designed to develop 100–125 hp. for work boat and 140 hp. for yacht service.

The two smallest engines in the Mack line develop 60–80 hp. for fishing service and 100 hp. for yachts. They are of 405 cu. in. piston displacement and of 4″ by 5⅜″ bore and stroke. Next largest are two engines of 519 cu. in. piston displacement, developing 80–100 hp. and 120 hp. for work boats and yachts, respectively. These two engines have 4⅜″ by 5¾″ bore and stroke.

All Mack Diesels operate on the full Diesel cycle, employing the Lanova system of controlled combustion, and offer high specific output, available for continuous duty, combined with economy and reliability. These advantages are the result of the smooth flow of power produced by controlled combustion, perfected temperature control and strong construction.



Above, the Mack Mariner Type Y Diesel for yacht use. This engine has a piston displacement of 405 cu. in. and produces 100 horse power. Below, the 188 hp. Waukesha Defender, equipped with Dynamatic reverse and reduction gear



NEW WAUKESHA-HESSELMAN ON DISPLAY

▶ The Waukesha Motor Co., of Waukesha, Wis., displays at the Palace two of its popular Waukesha-Hesselman marine oil engines. One of them is a new model, the Vigilant, which is a 6-cylinder 5¼″ by 6″ Hesselman type oil engine developing 152 hp. at 1800 r.p.m. and is complete with Twin Disc clutch and reverse gear. The Hesselman engine is a solid injection Diesel oil-burning engine which differs from the conventional self-ignition Diesel in that it employs positively timed electric spark ignition instead of the high compression ignition of conventional Diesel engines. The compression pressures in the Waukesha-Hesselman are from 125–135 pounds to maximum explosion pressures on wide open throttle of 400-450 pounds.

Being subjected to no severe shock reversals or pressure stresses, the engine is on a par as to weight and size with conventional gasoline engines of similar horse power ratings. Standard equipment on the new engine includes American Bosch injection, fresh water cooling, water-cooled manifold, oil coolers, instrument panel with Reliance tachometer, filters, 12-volt electric starter, and 375-watt generator.

The Defender model, a 6-cylinder 6¼″ by 6½″, 1197-cubic-inch engine developing 188 hp. at 1600 r.p.m., is displayed in conjunction with the Dynamatic electric transmission, a marine drive furnished only with Waukesha-Hesselman oil engines. The smooth and positive action of this unit permits instant reversal from full speed ahead to full speed astern by a simple control stand in the pilot's hands.

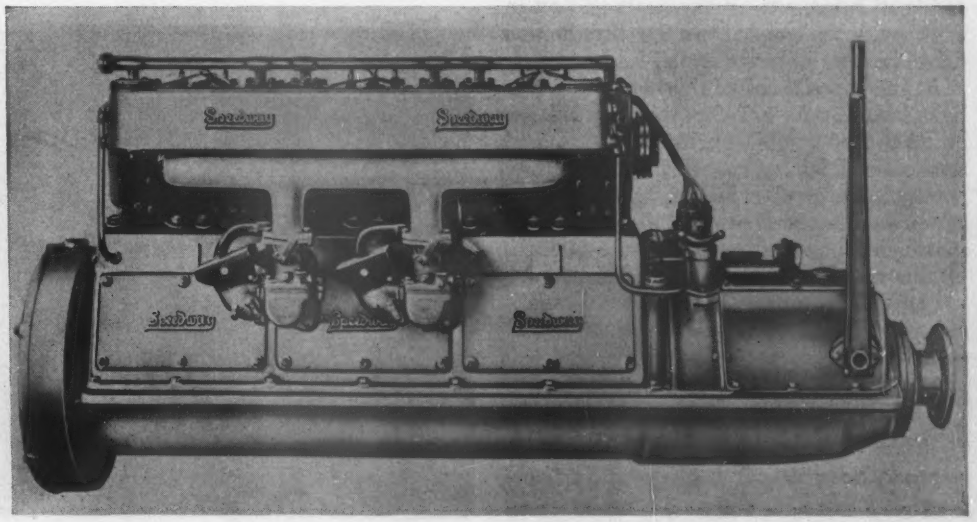
CONSOLIDATED SPEEDWAYS

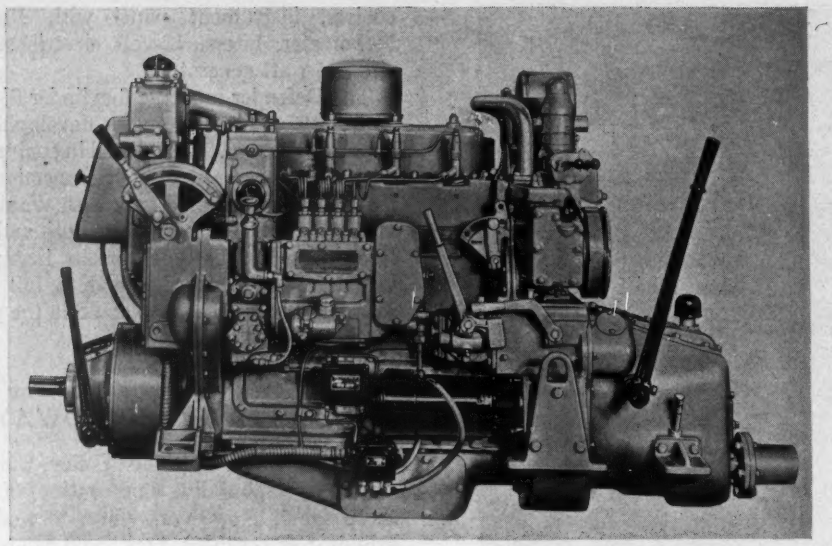
▶ In line with a continued policy, the Consolidated Shipbuilding Corporation, of Morris Heights, New York City, is again an exhibitor at the New York Boat Show. The display is on the mezzanine floor in space W, where Speedway engines are on exhibition, as well as models of Consolidated yachts. Large photographs of many cruisers designed and built by this firm are also shown. Representatives of the corporation will be on hand at all times.

Feature of the exhibit is the Model MC 250 hp. Speedway engine. It is a 6-cylinder engine of 5¾″ by 7″ bore and stroke, turning at 1700 r.p.m. Thirty years of marine engine building experience has gone into the design. The engine is intended for fast commuters and cruisers and for twin screw operation. It comes, therefore, in matched pairs, true right- and left-hand engines with carburetors inboard and exhaust manifolds outboard. It is an L-head engine, with cylinders cast in pairs of a special grade of iron, carefully bored and ground to size. A starter, generator, voltage regulator, two single-spark distributors, two carburetors with flame arresters and all accessories essential to high-class service and economical operation are included in the regular equipment.

The clutch and reverse gear of this model is of modern design to permit the propeller to turn at full engine speed when in reverse. The unit is mounted at the after end of the one-piece bed and is covered with an oil-tight housing. The reverse drives direct through clutches and the self-centering cone clutch at the forward end locks tightly to the crankshaft, thus damping out all unnecessary noise and backlash.

Consolidated Shipbuilding Corporation's Speedway "Six" develops its full rated 250 horse power at 1800 r.p.m. Matched pairs are available for fast commuter and cruiser service

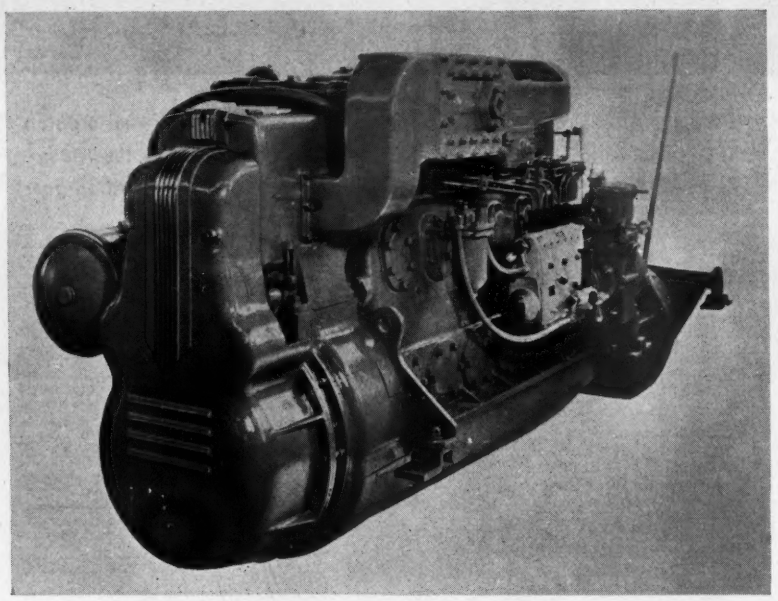




Left, port side of the Caterpillar D3400 Diesel, a 4-cylinder engine for marine use. In three years the line has been extended to seven models and eight sizes. Below, the 6-cylinder SMRA-6 supercharged Superior Diesel, now being manufactured in quantity for the Government

CATERPILLAR OFFERS TWO NEW DIESELS

▶ In the three years that the Caterpillar Tractor Co. of Peoria, Illinois, has been making Diesel marine engines, its line has expanded from three to seven models and eight motor sizes. This year the company has more than doubled the size of its exhibit in Space H at the Show and will display its entire marine line, both new and old engines.



Two new engines will be the feature of the exhibit. These, the models D7700 and D8800, are both four-cylinder units, developing 60 and 70 hp., respectively. Both engines are complete power packages, ready for operation when five connections have been made.

Other models of Diesel marine engines to be displayed in the Caterpillar space are: a V-8 of 135 hp., two "sixes" of 100 and 80 hp., a smaller "six," rated at 55 hp. and two small "fours" developing 35 and 25 hp.

All Caterpillar marine Diesels are rated for

CHRIS-CRAFT "CHARACTER" ENGINES

▶ For 1941, the Chris-Craft Corp., of Algonac, Mich., offers a new line of eight "Character" marine engines, so titled because they are designed and built by boatbuilders exclusively for marine service. This new line includes basic units of four-, six-, and V-eight-cylinder types ranging from 60 to 375 hp.

Compactness coupled with maximum horsepower is the keynote of the 1941 Chris-Crafts. These factors facilitate installations, permit lower cockpit floors, provide more accessible engine space, and lower the center of gravity. Another feature of the new line is the tension type rubber mountings which retain resiliency and shock-absorbing qualities throughout the life of the engines. They are provided as standard equipment on 4- and 6-cylinder engines.

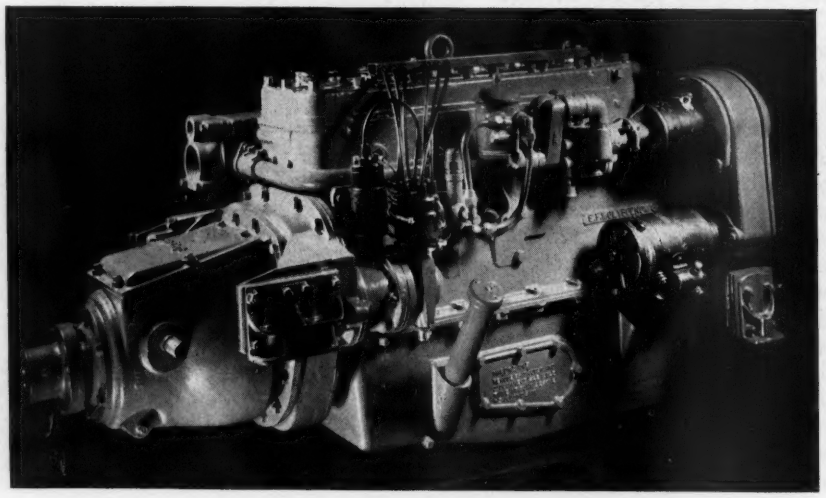
A noteworthy appointment of all Chris-Craft motors is the new safety type non-drip carburetor providing a sump and a suction tube for the return of excess fuel to the manifold. Separate idling jets in the carburetor improve low speed performance without increasing fuel consumption at normal speeds, while an automatic vacuum controlled power jet supplies additional fuel when speeds above three-quarters throttle are attained.

Smallest engine in the Chris-Craft line is the Model B 4-cylinder which develops 60 hp. at about 3000 r.p.m. This motor, intended for small runabouts, utility boats and cruisers, may, when coupled to a 2.04:1 reduction drive, be used in larger craft.

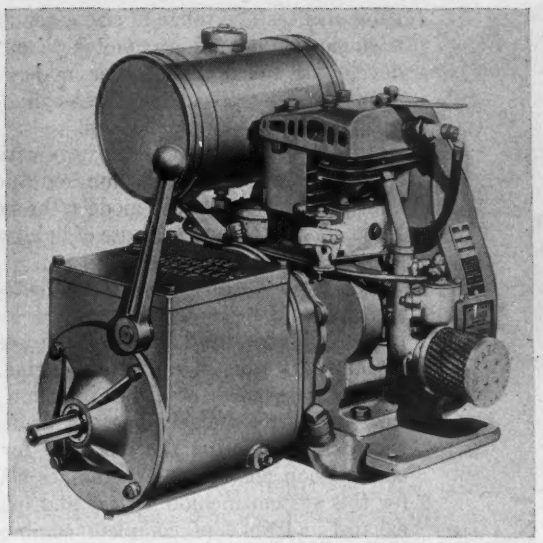
At the opposite end of this company's new line is the A-120, a V-8 developing 275 hp. at 2300 r.p.m. This engine has bore and stroke of 5″ by 5¼″, with piston displacement of 824.7 cubic inches. Dual ignition, 2″ down draft carburetor, oil cooler, and scavenging pump are a few of the features of this sturdy engine. It was designed for use as a single unit or in pairs, and is available in opposite rotation for twin installations.

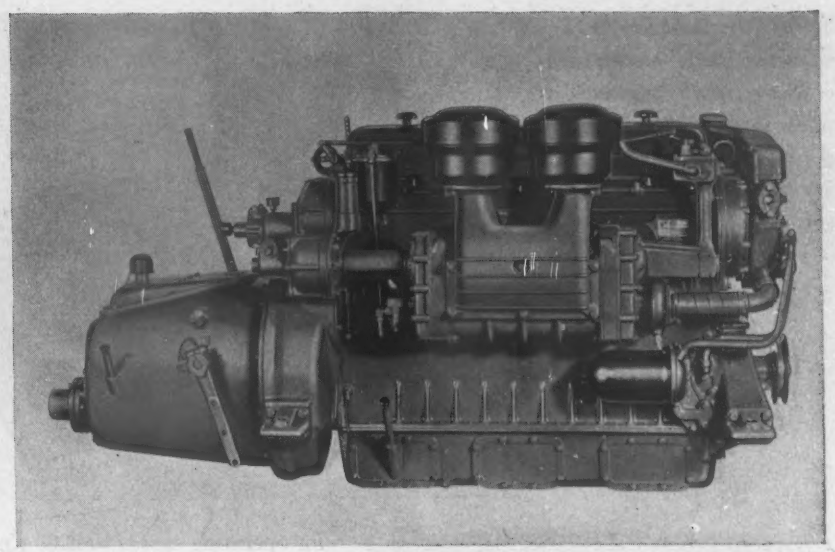
GENERAL MOTORS DIESEL ENGINE

▶ The Diesel Engine Division of the General Motors Sales Corp., of Cleveland, Ohio, is exhibiting its newest product — an 8-cylinder in-line 2-cycle Diesel which is a practical demonstration of the versatility of the company's efforts in the national defense program. Also on display is a 4-71 40 kw. GM generator set for marine installation.



Accessory side of Model W, a new 160 hp. Chris-Craft gasoline engine that turns at 3000 r.p.m.



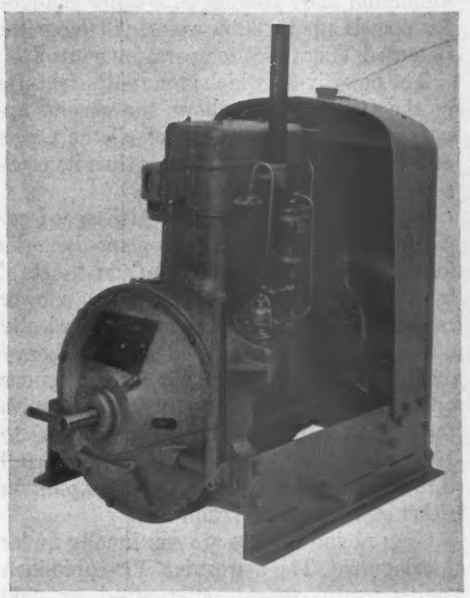


Above, one of three new Briggs & Stratton air-cooled inboard motors with integral planetary transmission. Right, an industrial unit of the 2-cylinder Stover-Lanova Diesel of the type now offered for marine auxiliary use

continuous sustained service. The fuel system on all of these engines is of an exclusive design, and has an individual pump for each cylinder. Fuel injection valves are of the single orifice type.

Of interest to visitors to the exhibit is a cutaway engine — a working model, operated by an electric motor and showing in action all working parts of the modern compression ignition marine engine.

Caterpillar will also show a 20 kw. DC Diesel marine generator set, fully equipped and ready for installation.



The Gray 6-cylinder marine Diesel is a 165 hp. 2-cycle engine of light weight and high power yield. Cylinders are 4¼" bore by 5" stroke

NATIONAL SUPPLY DIESELS

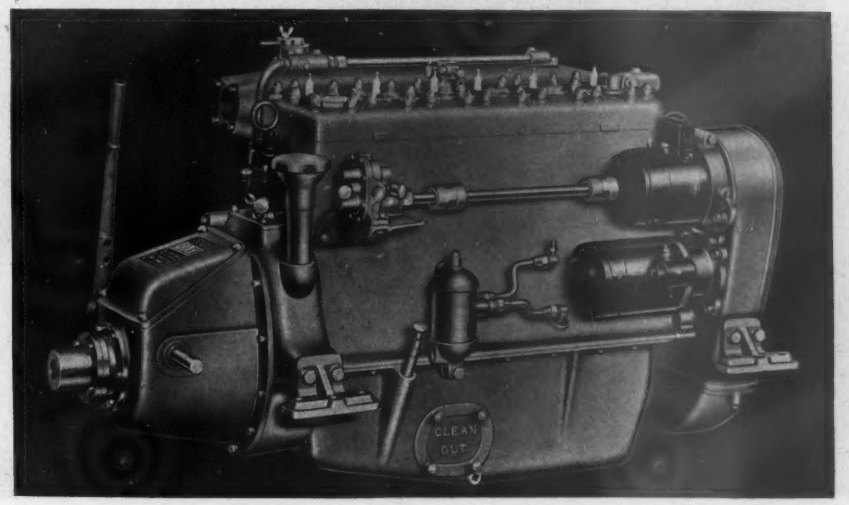
▶ The National Supply Company, builders of Superior Diesels, displays four Diesel engines in the usual space, Block L on the main floor. Of particular interest is the Model SMRA-6, 4½" by 5¾", a 6-cylinder supercharged Diesel which at present is being manufactured in quantity for the government and which will later be made available for yacht service. While this engine duplicates in many respects the standard Model "A" engine of the same bore and stroke, it is in no sense a stock model to which a blower has been added. Every detail of this high speed engine has been developed through laboratory study and service tests with a view to high efficiency and low maintenance cost.

Another feature of Superior's exhibit which will be of particular interest to commercial boat owners is the Model MRD-4, a 5½" by 7" 4-cylinder 90 hp. work boat engine. This motor is fully equipped with built-in fresh water cooling system, heavy duty reverse and reduction gear and a rugged hauling clutch for operating winders or drags of various types.

Also on display is an interesting example of the moderate speed, heavy duty type engine. This is the Model IM Diesel with 8½" bore and 10½" stroke, which is offered in three sizes with 5, 6 and 8 cylinders, developing 195, 235 and 310 hp., respectively, at 700 r.p.m. This series of engines, like all other standard Superior Diesels, can be furnished for marine, stationary or generator set service.

The fourth example of this company's products to be shown is a Model MRD-6, 5½" by 7" 6-cylinder Diesel which develops 170 hp. at 1500 r.p.m. This engine can also be had in an 8-cylinder model, developing 230 hp.

Thirty-three models of Superior Diesels are now available within a range of 25 to 950 hp.



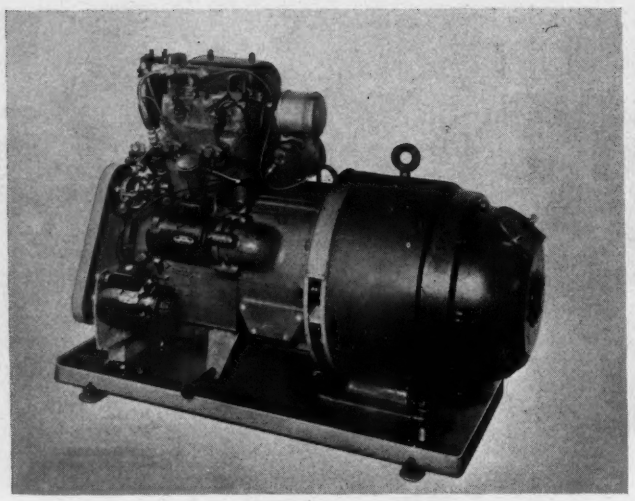
REINER SHOWS STOVER-LANOVA UNIT

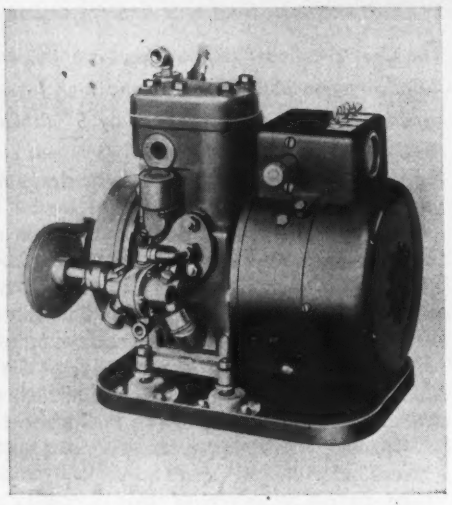
▶ John Reiner & Co., Inc., of Long Island City, New York, is showing the 2-cylinder Stover-Lanova engine, which is made in two sizes for marine auxiliary purposes. One of these is rated at 15 hp. and the other at 20 hp., both operating at a speed of 1200 r.p.m.

The Stover-Lanova engines are featured by the Lanova type of combustion chamber and are equipped with individual Bosch fuel injection pumps and nozzles, close-regulating mechanical type of governor, forced feed lubrication throughout the engine by means of a gear type pump, fuel transfer pump with the necessary filters, air intake cleaner and silencer, and hand-starting equipment with compression release. In addition, the engine can be provided with optional accessories such as electric starting and generating equipment, radiator and fan cooling, Twin Disc clutch and power take-off, etc.

New Six-91, a fully enclosed engine six inches shorter than its predecessor in the Gray line

Right, U. S. Motors' 10 kw. marine Diesel electric generating set. It is a 2-cylinder unit of the solid injection type. Below, a 500 watt marine electric plant made by U. S. Motors. This generating set is gasoline driven





GRAY MARINE ENGINES

▶ In the line of gasoline engines produced by the Gray Marine Motor Co., of Detroit, Mich., are 27 models, including 13 medium and heavy duty engines for operating speeds from 200 to 3000 r.p.m., 11 high speed engines for speeds up to 4000 r.p.m., and three racing engines. In the Diesel line, production of which stepped up 100 per cent during the last year, there are five sizes, all based on the 2-cycle engine developed and built by General Motors, adapted and equipped for marine use by Gray.

Considering first the gasoline motors, every Gray in current production has the exclusive "individual porting and manifolding" design and other features which have become identified with Gray, such as low-friction shell bearings, pressure lubricated tappets, self-adjusting oil seals, independent distributor drive, and the new reverse bands with moulded asbestos lining which Gray introduced last year.

Gray engines for medium and heavy duty service are comprised of five "fours," seven "sixes," and the Super Eight, covering the power range from 10 to 160 hp. The engines in this group are designed primarily for good pulling power at relatively low speeds, maximum economy and quiet operation. These are built both with tin-plated iron pistons for operating speeds to 2200 r.p.m. and with aluminum alloy pistons, plus other changes, for speeds up to 3000 r.p.m. All have the patented Thermoset temperature control.

The new Six-91, which is one of the features of the Gray exhibit, shows the general appearance and compactness of all the Grays and is a full six inches shorter than its predecessor in the line.

Gray's Phantom Series of high speed engines for runabouts and hydroplanes includes four "fours," six "sixes," and an "eight," from 45 to 175 hp. These engines have a lower ratio of weight to power and are basically different from Gray's medium and heavy duty engines. They are built for continuous operation at speeds up to 3600 r.p.m., with the exception of the Fireball group, 140 to 160 hp., which are guaranteed for full throttle operation right up to 4000 r.p.m. on either standard or aviation fuel.

Gray racing engines are continually under development. The newest is a 100-cubic-inch engine, with weight guaranteed at 260 pounds and a minimum of 75 hp. at 4600 r.p.m., which is built to the same general design as Gray's record-holding "91." Refinement of the camshaft and manifolding of the Fireball racing motor have made possible an increase of power in the lower ranges and an improvement in acceleration, without loss, above 5000 r.p.m.

In the Gray marine Diesel line, all five of these motors have bore of 4¼" and stroke of 5", the basic cylinder volume being 71 cubic inches. The range of size extends from a single-cylinder 25 hp. motor to a "six" developing 165 hp., the other models being a two-cylinder 55 hp., a three-cylinder 82 hp., and a four-cylinder 110 hp.

A new development is the production of special engines several hundred pounds lighter than the standard models, the savings being effected through the use of light weight alloys.

The Gray Diesels operate on the 2-cycle principle and unit injectors are used, located in the cylinder head in the same position as the spark plug of a gasoline engine. The system is designed for higher injection pressures and for extremely fine atomization of the fuel, eliminating the necessity for precompression chambers. Advantages claimed for this system include a clear and odorless exhaust, a result of complete combustion. Scavenging air is delivered under pressure from a Roots type blower.

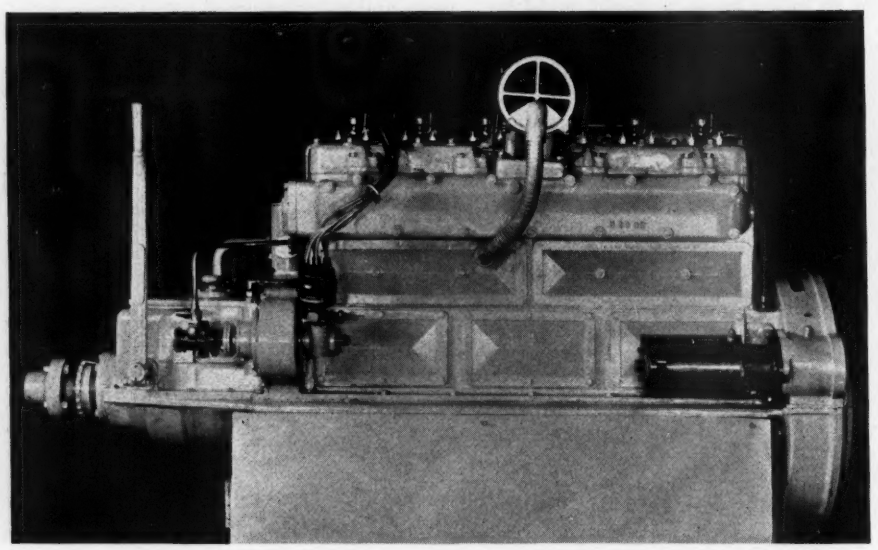
Fresh water cooling is standard on all models. Generator capacities up to 1500 watts are available. For reduction drive, a dual disc transmission unit is used, wherein clutch and reverse are combined with the reduction gear. Independent clutches for both forward and reverse provide a positive neutral and 1:1 reverse ratio.

U. S. MOTORS ELECTRIC PLANTS

▶ The United States Motors Corp., of Oshkosh, Wis., is exhibiting at the Show on the third floor of the Palace, in the space adjoining that occupied by its New York representatives, the Smith-Meeker Engineering Co. Seven typical electric plants for marine use are shown. These comprise the following:

A 500-watt, an 800-watt, and a 1500-watt set, each of these generating sets being gasoline driven; a single-cylinder 3 kw. Diesel electric plant, a 4-cylinder gasoline electric set of the same capacity, a 2-cylinder 10 kw. and a 4-cylinder 15 kw. unit, each of these two being of the Diesel type.

Features of all the United States Motors generating sets are economy, smooth, quiet running, and dependability, with each model carefully designed for close quarters installation and at no sacrifice to accessibility. The Diesel units are of the solid injection type



Right, largest of the Lathrop 4-cycle gasoline engines, the type 125 Mystic. It weighs 1700 pounds and develops 115 hp. at 1600 r.p.m.

with Bosch or Timken injector pump, and approximately 10 kw. per gallon of fuel is produced.

The company manufactures one of the most complete lines of generators in the field, and finds that the market is tending strongly toward Diesel electric plants. At present, its facilities are largely devoted to the national defense program and it has on order for the Navy and the Coast Guard various sizes of Diesels up to and including 60 kw. for marine purposes and gasoline units from ½ kw. to 63 kva.

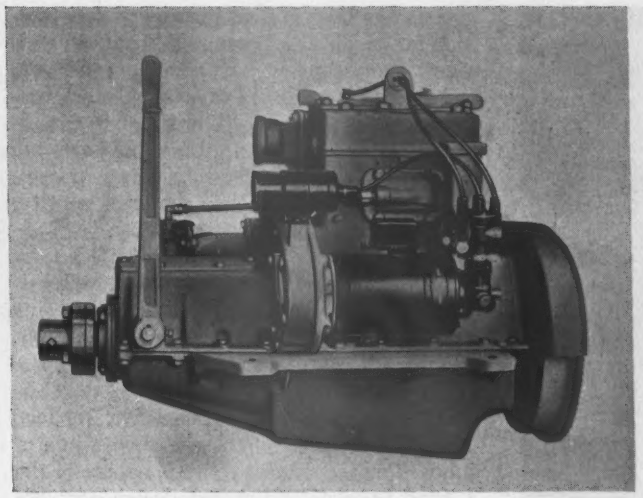
RED WING THOROBREDS

▶ In its exhibit at Booth N on the mezzanine floor of the Palace, the Red Wing Motor Co., of Red Wing, Minn., is exhibiting representative models of its line of Thorobred gasoline engines together with its Hesselman Spark-Diesel motors, including a new model.

The new size in the Spark-Diesel line is of 6 cylinders, with 4½" by 5½" bore and stroke, developing 100 hp. at 1500 r.p.m. and 125 hp. at 2000. It is of the multi-fuel type and can be purchased either as a gasoline motor or as a Spark-Diesel; or with both gasoline and oil accessories to permit switching from one fuel to the other in no more than twenty minutes. Available with or without reduction gear, it is a splendid motor for use with cruisers from 35′ to 50′ in length. The model exhibited is equipped with Twin Disc transmission.

As a gasoline engine, the new Red Wing Spark-Diesel uses ordinary gasoline with an efficiency comparable to the finest motors of similar bore and stroke. As an oil engine, it burns Diesel oils, ordinary furnace oils, distillates or kerosene with remarkable economy. This multi-fuel feature is also available on some of the other Hesselman engine sizes.

The Red Wing gasoline engine line remains the same as in 1940, there being no additions to this popular group of twenty models. The sizes range from 4 to 125 hp. The latest of them, the Meteor, a 7-18 hp. light weight 4-cylinder Red Wing, enjoyed a big demand last year and will be one of the manufacturer's leading models for 1941. For use with comparatively small craft, this engine weighs only 258 pounds, complete with its electric starting system and built-in reverse.



Left, the improved and more powerful Universal Blue Jacket Twin. It is an electric starter model and develops 12 hp. at 2200 r.p.m. Below, Universal's 500 watt marine type, water-cooled lighting plant, with many improvements

LATHROP ENGINES

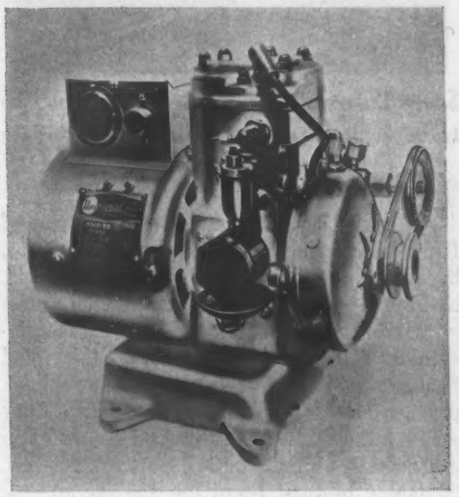
▶ Five gasoline engines and one Diesel comprise the display of the Lathrop Engine Co., of Mystic, Conn., at this year's Show.

The Diesel, a four-cylinder engine, designed and constructed for strength and long life, has 5½" by 7" bore and stroke, and is rated 50 hp. at 800 r.p.m. on a brake mean effective pressure of 75 pounds to the square inch. It is stated to be capable of developing at this speed about 63 hp. without dirty exhaust or other symptom of overload. Operation is by solid mechanical injection, using Bosch injection pump, spray nozzles and governor.

In the gasoline line the display includes one of the little 1-cylinder 2-cycle Lathrops with make and break ignition. While now forming a rather small part of Lathrop production, this model is exhibited as an instance of the fact that Lathrop is still in business "at the old stand." Twelve sizes of the 2-cycle make and break type from 3 to 48 hp. are still in manufacture.

Largest of the Lathrop 4-cycle gasoline engines in the exhibit is the type 125, 6-cylinder Mystic medium high speed engine. The model, weighing about 1700 pounds and developing 115 hp. at 1600 r.p.m. is but one of four sizes of the Mystic line which was originally designed for cruisers and auxiliaries but is now used in work boats as well.

The 4-cylinder 75 hp. Engineers' model shown is one of a line of three sizes intended primarily for work boat installation. It is not only efficient and economical but is designed for those boats in which space and weight limitations prevent the use of the heavy, very slow speed work boat engine.

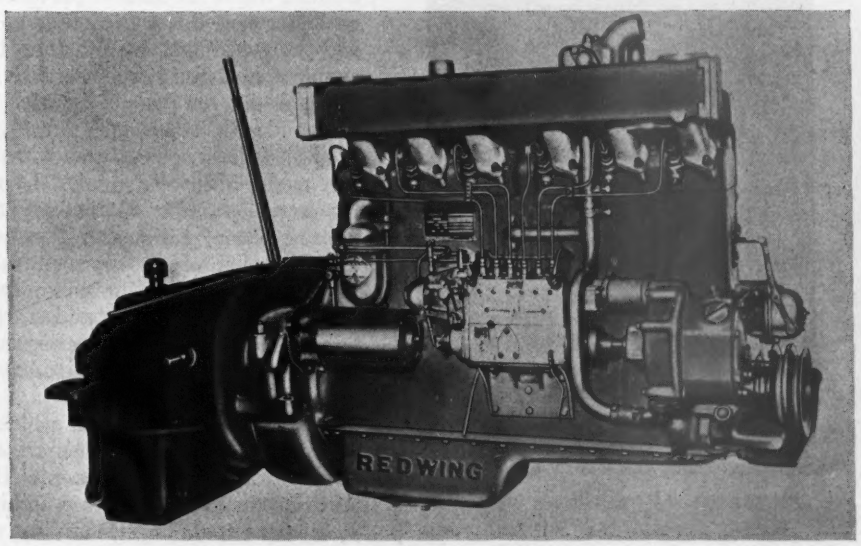


A 4-cylinder 40 hp. standard model, which is one of eight sizes ranging from 12 to 100 hp., and an LH-D6 deluxe model developing up to 107 hp. at 2500 r.p.m. complete the Lathrop display.

NEW UNIVERSAL MODELS

▶ Among many developments for 1941, the Universal Motor Co., of Oshkosh, Wis., is displaying its improved and more powerful Blue Jacket Twin, the new series offering 12 hp. at 2200 r.p.m. Also exhibited at the Palace are the improved 40 hp. Flexifour series announced last year, with deliveries getting under way late in the spring. Shown for the first time last year, and continued with improvements this year, are the two high speed series of 6- and 8-cylinder Sea Lion models.

A novelty of general application to the Universal line is an entirely new automatic thermostatic control, which is offered at very small additional cost. This new thermostat controls the engine water temperature at all operating speeds, and has no valves to change or gauges to be watched. The thermostat is regulated for each engine before shipment.



Left, Red Wing's 6-cylinder Hesselman Spark-Diesel. It develops 100 to 125 hp. and is available either as a gasoline motor or Spark Diesel

Starter-Deluxe Model TD 5 hp. Johnson Sea Horse outboard showing the streamlining which is a feature of 1941 models

All told, there are ten complete series of Universal marine engines in the line for 1941, in addition to two special racing models, making a total of 76 separate models. First on the list comes the well-known single-cylinder Fisherman series; then the improved Blue Jacket Twin models, offered at a reduced price, then the popular 25 hp. Utility Four series, followed by the improved 40 hp. Flexifour series, and the 50 hp. Superfour series. Of larger motors, there are the 60 hp. All American Six series, the 90 hp. Cruiser Six series, the 125 hp. Cruiser Eight series, the 110 hp. Sea Lion Six series, and the 141 hp. Sea Lion Eight series.

In addition to these stock models, Universal offers two special racing models: the 99-cubic-inch 52 hp. AD Flexifour and the 129.93-cubic-inch 75 hp. BR Blue Jacket Racer. All models except the Blue Jacket Twin series are available with built-in silent herringbone reduction gears as well as with direct drive.

In addition to its marine engines, Universal offers a complete line of water-cooled electric generating sets especially developed for marine service. Models range from 500 watts up to 25 kw. and include gasoline, kerosene, fuel oil and Diesel models.

Of good news to fishermen and owners of small utilities, open boats and auxiliaries, is a substantial reduction in price of the single-cylinder Fisherman models.

BRIGGS & STRATTON ADD THREE NEW ENGINES

▶ This year the Briggs & Stratton Corporation, of Milwaukee, Wisconsin, introduces to small boat owners three new motor models equipped with transmissions. The transmission is a product of this pioneer small motor builder and includes several individual features. It is of the planetary type and employs two brakes, which definitely determine the rotation of the output shaft, permitting a forward reduction ratio of 2.5:1 and a reverse ratio of 3:1.

Throughout its entire design, special emphasis has been placed on rugged construction for long life and dependable performance under every conceivable operating condition. All shafts are made of heat-treated steel, frictional losses are reduced by the use of oversized ball bearings and all moving parts are automatically lubricated by a splash system. Another feature is the low center of gravity, which assures greater boat stability.

Motor models available with this new transmission are the Model AMG, which is rated at 1¾ hp. and is suitable for powering boats from 12′ to 16′ in length; Model BMG, 2¾ hp., for boats up to 18′, and Model ZMG, 5 hp., for boats 18′ to 22′.

In addition to these three new models, Briggs & Stratton offers a complete line of inboard motors from 1 to 5 hp. All are of the L-head, 4-cycle, air-cooled design and are supplied with a patented built-in flywheel high tension magneto which is waterproof and moisture proof under all conditions.

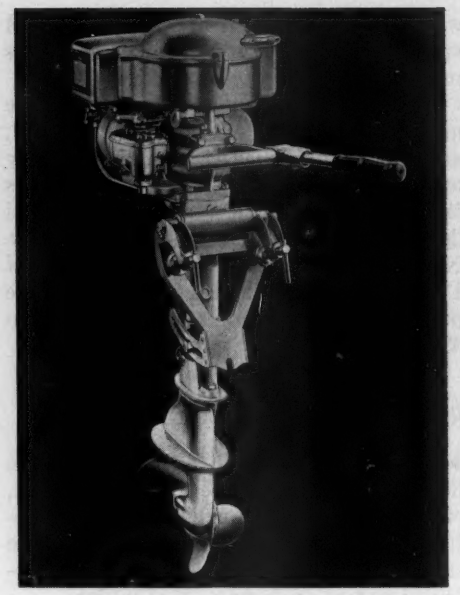
NEW FEATURES IN JOHNSON OUTBOARDS

▶ New features and new appearance are noticed in the Johnson Motor Company's Sea Horse Outboards for 1941. The complete line of ten motors runs from the 1.5 hp. singles up to the big heavy duty opposed twin model PO of 22.0 hp. and this year includes seven new models.

The most substantial changes, both in appearance and in construction, have been made in the various models of the 1.5, 2.5 and 5.0 hp. engines. Models TS and TD, both of 5 hp., are characteristic of this group, the only difference between them being a ready-pull starter on the latter, while the former has cord starting.

1941 improvements include larger gas tanks which now encircle and enclose the flywheel and upper portions of the power head. Ultra modern streamlining is also new, shielding the carburetor, spark plugs, control linkages and other parts while permitting them to be easily accessible. A new combination of high speed needle valve adjustment wheel, primer plunger and synchro-control (one lever operation of the throttle and spark advance) simplifies operation.

The Johnson 1.5 hp. Deluxe Model MS motor, having larger gas tank and other improvements of the Sea Horse line for 1941



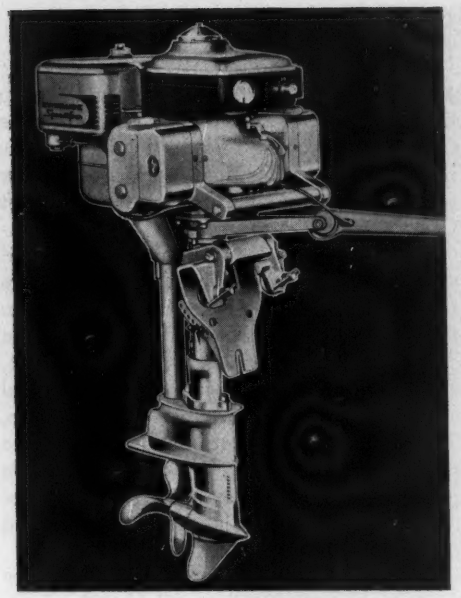
Starter Model KD Johnson, a twin-cylinder alternate firing outboard which develops 9.8 N.O.A. hp. at 4000 r.p.m.

The lower units are also completely new. The streamline form has been carried further above the water. This improvement has been made possible by the use of a new rubber rotor force pump which is not operated from within the gear-case and has no effect on the lubrication. In fact, a larger grease capacity in the gear case has improved lubrication. The rotor pump is a positive displacement type without valves, cylinder or piston. Tests have shown it to be excellent in efficiency and of long life even in sandy and muddy waters. Since it does not depend on centrifugal force for its operation, it provides adequate cooling at all speeds.

A new type of propeller protection is also provided. The rubber-flow shock absorber drive is built into the hub of the weedless type, two blade, propeller. If the propeller blade strikes any solid object or obstruction, the resilience of the rubber is such that it distorts and "flows" sufficiently to permit the cone to turn inside the propeller. A further advance in propeller construction is a bronze bushing inside the hub to prevent the usual corrosion between the aluminum propeller and the steel shaft. Still further, the use of stainless steel has been extended. Propeller shafts and screws in underwater parts are now made of this material.

The smallest engine in the Johnson line, the new model MS, weighs only 24 pounds and develops 1.5 hp. The 16 hp. model SD motor remains one of the most interesting in the line. It inaugurated many new features last year, elements which have now passed the test of time. The ready pull starter which proved so popular on this engine is now included as standard equipment on five models.

Although the features for which Johnson Motors have become famous are continued along with the improvements this year, prices on the new engines are no higher and, in some cases, are lower, than last year.



The Evinrude Speedifour, an extremely powerful outboard motor that offers speeds up to 40 m.p.h. on runabouts. It develops 33.4 hp.

EVINRUDE AND ELTO OUTBOARDS

▶ For the 28th consecutive time, Evinrude Motors, of Milwaukee, Wisconsin, is exhibiting at the New York Boat Show. This year an improved line of nine basic Evinrude and six Elto outboard motors are on display.

Featured in the Evinrude exhibit are two new reversing models, the 2 hp. Sportsman and the 3.3 hp. Sportwin. In each case, by simply turning the motor, the boat can be reversed instantly, thus facilitating maneuvering from or to a dock, shore or out of crowded quarters. The reverse feature is also of great value to fishermen, since it permits sudden stops and better handling while trolling or playing a fish. An automatic lock prevents tilting while the motor is in reverse position. The steering handle is given added length to provide comfortable operation when the motor is swung around. The automatic exhaust relief feature continues to function regardless of the position of the motor.

In addition to the reversing feature, both models have completely new and ultra-streamlined gear housing.

The Evinrude line runs from ½ to 33.4 hp. engines. The smallest, the Mate, weighs only 10 pounds and has a bore and stroke of 1⅛″ by 1″. It is designed to replace oars on small dinghies and canoes and is so easily stowed that it is often brought along as a second motor for emergencies. It possesses extreme economy of operation and low initial cost. Where slightly more power is desired, the 1.1 hp. Ranger fills the bill. It weighs only 6 pounds more but delivers more than twice the power. In this engine, as in all Evinrudes, a patented co-pilot relief steerer is fitted and holds the motor steady on the course.

Evinrude is the only maker of outboard motors to build a 4-cylinder engine and last year, with the introduction of the Zephyr, made one as small as a regular twin. The Zephyr weighs only 43 pounds and develops 5.4 hp. It met with extreme success in its first season and is being presented in an improved model for 1941. Simplex starters can be furnished on six of the ten Evinrude models. The Zephyr's price, weight, power and speed make it especially appealing to sports fishermen. Attractive to all is the smoothness of operation that four cylinders makes possible. The weedless propeller is protected by a spring-clutch which tends to prevent the shearing of pins if obstructions are encountered.

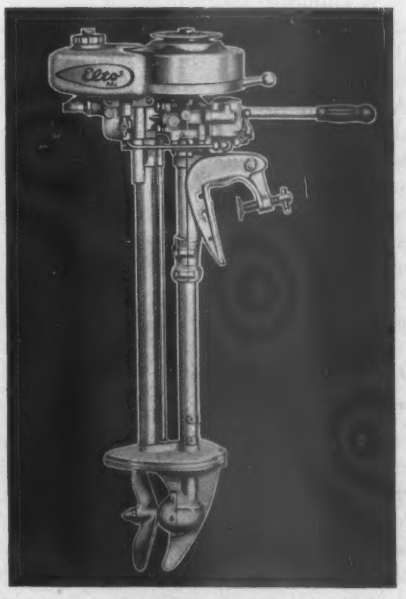
Evinrude has one large 2-cylinder motor, the Speeditwin, Model 6039. This engine is ruggedly built and widely used in heavy service. It weighs 110 pounds and develops 22.5 hp. The other large Evinrudes in the regular line, ranging from 9.7 to 33.4 hp., are all 4-cylinder motors. In addition, three racing motors are being offered: the Midget Racer, the Racing Speeditwin, both 2-cylinder motors, and the 4-cylinder Racing "460."

Evinrude also builds Elto outboard motors. These are built according to the same quality standards, in many cases employing identical parts. Omission of a few features, however, permits a substantially lower price range and quantity production has made it possible to offer four of the Elto models at further reductions this year.

Heading the Elto list is the extremely light 8½-pound Cub. This motor develops .5 hp. and continued popularity is convincing evidence of its practical value. Two other small models of great popularity are the Pal and the Ace, developing 1.1 and 1.8 hp. respectively.

The Elto Handitwin power rating has been increased this year to 3.3 hp. It weighs only 31½ pounds and has proved to be one of the most practical models. A propeller protection clutch and co-pilot steering make it a fine fishing motor. Also designed for fishing is the 5 hp. Lightwin which can be had in a weedless model. This motor, in both standard and weedless models, drives a roomy fishing boat at 9 m.p.h.

Topping the list is the Fleetwin, a 8.5 hp. motor capable of planing a boat at 25 m.p.h.



The Elto Pal, an outboard designed to run all day on a gallon of gas and recommended for dinghies and canoes. It weighs but 14 pounds

The Zephyr, a light-weight Evinrude "4" that develops 5.4 hp. and is featured by excellent smoothness of operation

LIGHT WEIGHT ATLAS DIESEL

▶ The Atlas Diesel Engine Corp., of New York, is calling particular attention to its exhibit of a model of its new line of Diesel engines in 2, 3, 4 and 6 cylinders, each with bore and stroke of 6¼″ by 8¼″, designed to operate at 900 r.p.m. The model shown is the 6, equipped with Twin Disc clutch and reduction gear. The new units are lighter and turn faster than the standard heavy duty Atlas line, and were designed with yacht applications in view. They deliver 45, 67, 90, and 135 hp. in their respective sizes and are extremely economical in their operation. Also exhibited is a 5 hp. 3 kw. Atlas-Lanova Diesel which is intended for marine installation.

ARNOLT SEA-MITE ENGINE

▶ The Arnolt Motor Company, of Warsaw, Ind., is showing two models of its light and compact Sea-Mite engine. It provides adequate power for various kinds of small craft.

The 4-cylinder Sea-Mite delivers 20.2 hp. at 2800 r.p.m. yet it weighs less than 200 pounds. It is extremely compact, with an over all length of 29⅝″, a height of only 16⅜″ and a width of 16″ between bolt centers. This extreme compactness is accomplished by taking advantage of modern metallurgical developments, including U. S. Navy specification aluminum alloys. The engine has a bore and stroke of 2½″ by 3⅛″ and a cylinder displacement of 61 cubic inches.

Accessories are made by several well-known manufacturers and include a 2-unit 6-volt electric system, built-in reverse gear, carburetor with approved type flame arrestor, electric fuel pump, water cooled combination manifold, bronze gear water pump, etc.

The Sea Mite, in direct drive, has been installed in several fast, small runabouts. With 2:1, 3:1 and 4:1 reduction gears, it gives shaft speeds of as little as 700 r.p.m. at full power. It is lightweight and extremely compact, even in the high ratio reduction gear models.

LAUSON SHOWS NEW OUTBOARDS AND INBOARDS

▶ The Lauson Company of New Holstein, Wis., is displaying its complete line of outboard and inboard motors as well as special industrial applications devoted to the marine field. Three new outboard motors are announced, including a 3-cylinder 6 hp. air-cooled engine of radial airplane motor design. Last year, the Lauson Company invaded the outboard field for the first time with the presentation of the 2½ hp. Sport King. Its success warranted extension of the line, which now includes 2¼, 2½, 4 and 6 hp. engines.

The first three are 1-cylinder motors. All are air-cooled and all of the 4-cyle design. The 2¼ and 4 hp. models are of simple design, intended to meet the demand for a practical motor of low cost. The new 3-cylinder motor is streamlined like the original Sport King. The crankcase is of aluminum, the cylinders of cast iron and the connecting rods of bronze. The oiling system is of the positive plunger type without the use of springs.

Included in the line of Lauson inboards is a new 5 hp. model. The range of air-cooled inboards runs from ¾ to 5 hp.; in the water-cooled line from 1½ to 5 hp. The new model is an L-head engine, with 3" bore and 3¼" stroke. The oiling system is the gear pump type, with pressure oiling to the connecting rod bearing. The engines can be furnished with battery or magneto ignition. Propeller shaft, shaft log, stuffing box, propeller, couplings and other fittings are available for all the inboards and are furnished as standard equipment.

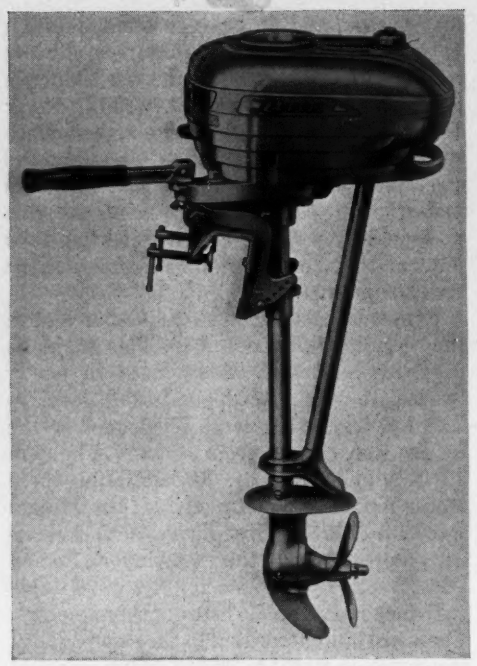
WISCONSIN AIR-COOLED ENGINES

▶ The Wisconsin Engine Corporation, of Milwaukee, is again very much in evidence at the Show with an attractive display of air-cooled motors ranging in size from single-cylinder 3 horse power models up to the new V-E4, a 22 horse power 4-cylinder V-type engine. The latter, like many of the smaller Wisconsin engines, is available with direct drive or 2:1, 3:1, or 4:1 reduction gears. Some of the transmissions used are designed and built by Wisconsin engineers while others are Joes Gears made by Snow & Petrelli.

NEPTUNE OUTBOARD MOTORS

▶ The Muncie Gear Works, of Muncie, Ind., are showing several models of their Neptune outboard motors. These include two single cylinder engines and four twins, the whole line covering a range of from 1.2 to 16 horsepower.

The crankshafts of Neptune motors are fully machined, balanced, and ground to provide long life for bearings and motor. Adequate cooling is assured with positive-driven centrifugal pump and siphon. The magnetos are of the high tension flywheel type, with automotive type float-feed carburetors, making starting and control easier. The motor tilts automatically on striking an obstruction and to permit Neptune equipped boats to be beached in shallow water and pulled up on docks and floats.



Above, Lauson's 2½ hp. Sport King outboard motor. It is a 1-cylinder, air-cooled engine of the 4-cycle design

KIEKHAEFER MERCURY OUTBOARDS

▶ Mercury outboard motors, introduced at the Show last year by the Kiekhaefer Corp., of Cedarsburg, Wis., are again on display. Most of these are in the small to medium power range. Among the several notable features in the Mercury engines are a new system of carburetion, a unique new "magnapull" starter which utilizes magnetic action for quick engagement and disengagement upon pulling the starting handle, new refinements in propeller clutching, and a new twin flux magneto.

SOCONY-VACUUM OIL AND FUEL

▶ Socony-Vacuum's display this year consists of animated puppets set in a decorative background and representing various classes of boat owners. They are giving short talks in amusing, instructive and educational vein.

Among the various Socony-Vacuum "Shipmates" featured in the display are, Mobilgas, Marine White, Mobilfuel Diesel, and Mobil Grease U W in the patented, gun type pressure can which has proved popular with outboard owners. New products this year include Mobiloil D.E. "500 series," recommended for small high-speed Diesels; and a new one-quart marine style can for Mobiloil Marine.

JOES GEARS

▶ The Snow & Petrelli Manufacturing Co., of New Haven, Conn., is exhibiting the famous Joes Reverse and Reduction Gears. These are furnished in a wide range of sizes, ratios and prices to go with many kinds of Diesel and gasoline engines. They are strongly built, with helical teeth, run smoothly and quietly and have 100 per cent reverse. They drive through clutches and are locked to the crankshaft — Joes gears have been used by many engine manufacturers for many years.

GULF INTRODUCES NEW INFO-MAP

▶ The Gulf Oil Corporation, in addition to featuring its well-known Gulf White Marine Gasoline and other fuels and lubricants, is introducing at the New York Boat Show something new in marine service, the first Gulf Marine Info-Map.

Utilizing both sides of a long accordion fold sheet, the first Gulf Marine Info-Map covers the southern waterways. One side takes in the coast and Intra-Coastal Waterways from Atlantic City, New Jersey, to Key West, Florida, while the other side covers the coastal area from there on around to Brownville, Texas. The maps are not intended to take the place of government charts for navigation purposes but are merely offered as a supplementary guide tieing the charts together and providing additional information.

In addition to spotting all points where Gulf Marine Service is available, the Info-Maps list ship-to-shore telephone stations, seaplane bases, principal lightships and lighthouses and also indicate the exact area covered by the principal government charts.

Gulf Marine White Gasoline plays a prominent part in the display with actual examples and many photographs showing how this pure white fuel prevents the gumming up of tanks and fuel line.

Still another feature is a series of photographs of the many motor boat racing champions of 1940 which won trophies and broke records with Gulf products. Among the prominent 1940 events in which Gulf finished on top were the Gold Cup Race at Northport, L. I., the Auerbach Memorial Trophy Race around Absecon Island, N. J., the John Charles Thomas Trophy Race at Washington, D. C., and many others.

ESSIE, THE MERMAID, MAKES DEBUT

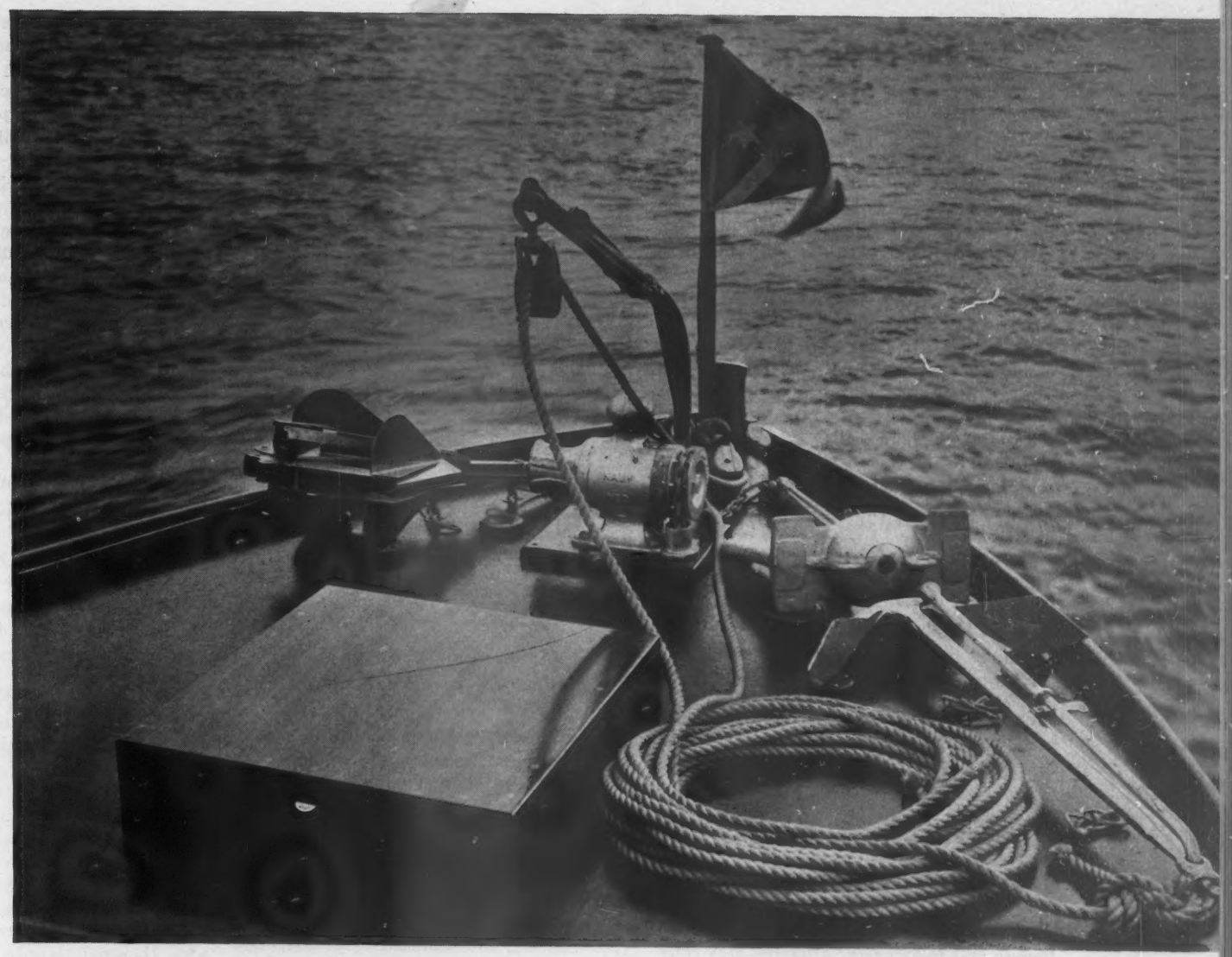
▶ Essie, the mermaid, eligible daughter of Mr. and Mrs. J. P. Neptune, is making her formal debut at this year's Boat Show. Essie is greeting show visitors at the Essomarine exhibit where the serious atmosphere of marine oils and greases is relieved by the humorous antics of Doc Seuss's queer creatures of the deep.

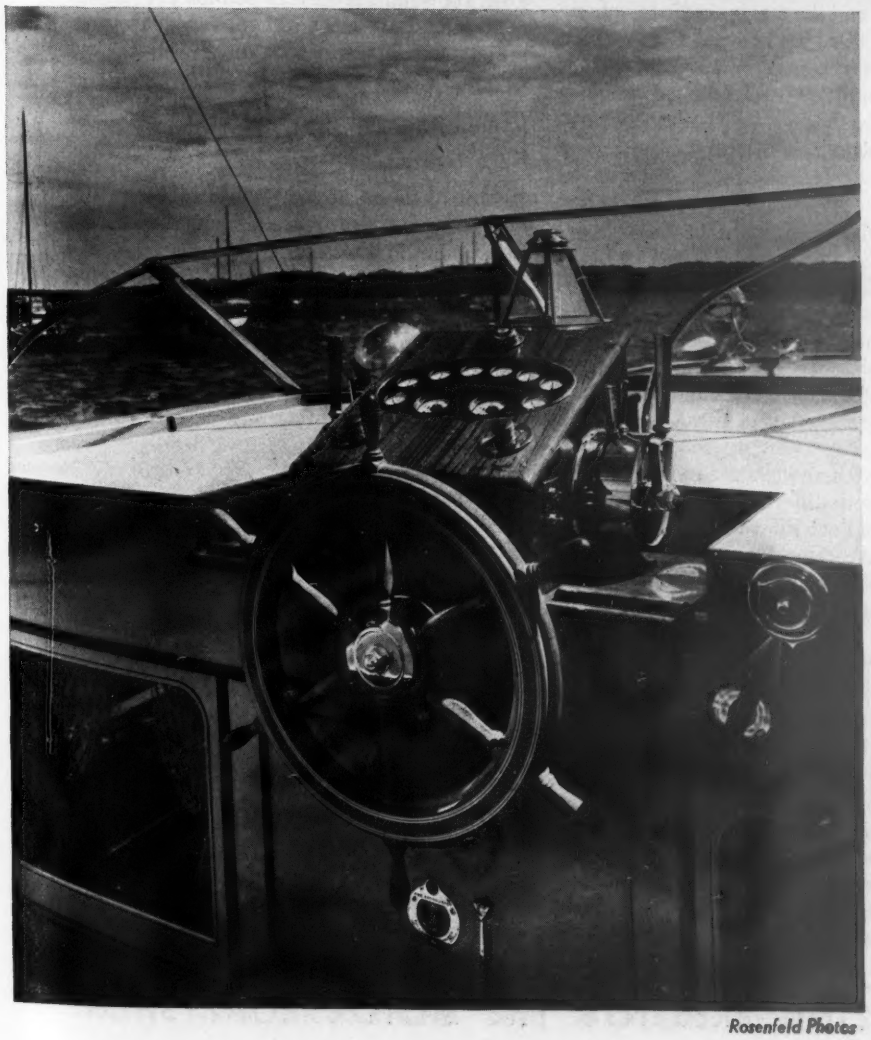
Bewitching Essie, animated and lifelike, has brought her pet whale along and is inviting all bold mariners to ride on the back of the Seussian mammal. Those braving the whaling excursion are being rewarded with a photograph and a passport to "Happy Cruising."

All is not tomfoolery at the Essomarine exhibit, however, as there is also a large group of technical experts in attendance to give advice and counsel to owners and skippers on various fuel and lubricating problems.

KENDALL REFINING CO.

▶ The Kendall Refining Company, makers of the well-known Kendall Marine Oils, is featuring at the Show a large, slowly revolving wheel displaying approximately forty name plates of prominent boat and engine manufacturers using and recommending Kendall Marine Oil. Also included in the display are many glass tubes showing the color and different S A E grades of the oil.





Rosenfeld Photos

EQUIPMENT

THE INCIDENTALS THAT A GOOD BOAT NEEDS

▶ Among the many types of accessories and equipment to be found on the third floor, nothing can claim more significant developments within the last year than radio equipment. This year there are no less than ten manufacturers showing either marine radio receivers, radio telephones, radio direction finders or equipment in two or three of these categories.

Among the general trends noted during the last year and exemplified in the equipment at the Show are more and more receivers which cover several bands and thus combine the functions of radio direction finders, broadcast receivers and, sometimes, standby receivers for radio telephone calls. Another notable feature of everything — with the possible exception of broadcast receivers — is that the average prices are from 25 to 40 per cent lower.

Practically every boat carries a broadcast receiver nowadays and, with steadily increasing interest in the valuable information obtainable on the Coast Guard and aircraft weather bands, more and more owners are recognizing the value of receivers for marine use which cover the bands just below and just above the regular broadcast band. Also, direction finders and ship-to-shore telephones have graduated from the luxury stage to accepted accessories.

The Hallicrafters, Inc.

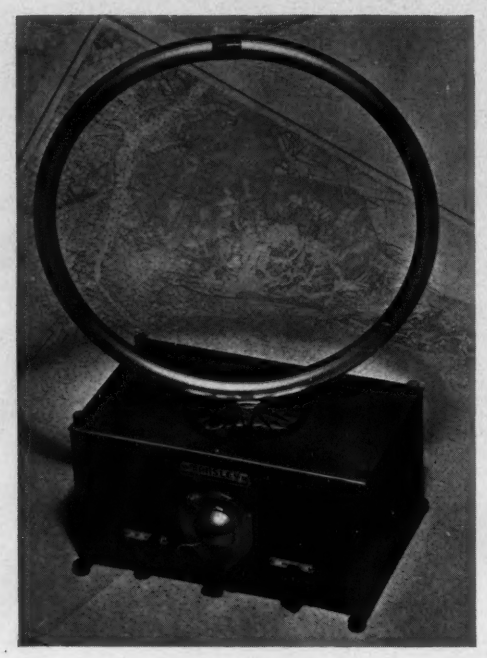
▶ The Hallicrafters, Inc., of Chicago, are showing, under the name of Haynes-Griffin, New York distributors, several units of an extensive line of radio receivers, direction finders and telephones. Although this company is a comparative newcomer to the pleasure boat field, it has been building radio equipment for commercial vessels, government departments and amateur radio "bugs" for many years.

Hallicrafters radio-telephones include the Flotilla, Cruising, and Seagoing models, providing 12-, 25- and 50-watt outputs, respectively. Other Hallicrafters units include the Model S-30 Radio Compass which covers not only the 220 to 540 kc marine beacon band but also the broadcast and ship-to-shore and Coast Guard telephone bands.

The most prominent Hallicrafters receivers for yacht use are the Sky Traveler and the Skyrider Marine. The former is a portable receiver which operates on self-contained batteries or 110-volt A.C. or D.C. current and covers the broadcast and short wave bands. The Skyrider Marine, one of the most versatile receivers obtainable, is specifically designed for marine service and brings in everything from long wave aircraft weather data to short wave foreign broadcasts. It is particularly selective and even includes a beat frequency oscillator for receiving code.

Jefferson Travis

▶ The Jefferson-Travis Radio Manufacturing Corporation, of Baldwin, L. I., a pioneer in the fast-growing ship-to-shore telephone field, exhibits six standard model radio telephones. These range in size from the Squadron and Off Shore Models, low priced units with local area range, to the Maritime and Oceanic models which provide high power, long range communication.



Model A Mansley radio compass, having self-contained batteries good for 250 hours of use

The feature of the Jefferson-Travis exhibit, however, is the new Tri-Add, a combination of radio receiver and direction finder. The basic unit of the Tri-Add is a superheterodyne radio receiver covering the three bands most important to boat owners, namely, the marine radio beacon and aircraft weather range (200–400 kc), the standard broadcast band (550–1500 kc), and the marine radio telephone range (2000–3000 kc). The second unit, which may be purchased separately, is the direction finder loop, compass rose and ear phones, arranged to be added to the receiver to form a complete marine radio compass. The necessary circuits are all built into the receiver.

Bludworth, Inc.

▶ One of the largest and most complete displays at the Show is that of Bludworth, Inc., a pioneer in the development of radio direction finders for yachts. The background of the exhibit is an informative illuminated chart of the radio beacon system of the Atlantic and Gulf Coasts.

The Bludworth models this year include some half dozen different units, from the small, compact Port Pilot up to the Navigator A, an outstanding development in radio beacon navigation equipment. This includes a gyro-repeater and automatic deviation corrector.

Cape Cod Instrument Company

▶ The Cape Cod Instrument Company, which created much interest at last year's Show with a new direct reading radio compass with a magnetic compass within the loop, is back again with four additional models of the Cape Cod Navigator. Three of these are based on a new chassis covering the 145 to 5500 kc range in three bands, and include beat frequency oscillators to sharpen up weak beacon signals and to facilitate the use of radio telephone signals for bearings.

An exclusive feature of all four of the new Cape Cod Navigators is a new main loop bearing into which has been built a substantial and easily accessible loop lock. The purpose of this is to lock the loop and the enclosed compass and its lubber line into a fixed position. The whole unit may then be mounted in front of the wheel or tiller, giving the owner a complete navigating instrument.

Models CE and DE have been especially designed to meet the requirements of steel vessels, or vessels with steel houses. Their loops are extended on long shafts outside the deckhouse, passing through stuffing box bearings on the way. Both instruments include the built-in magnetic compass.

Grady Instrument Company

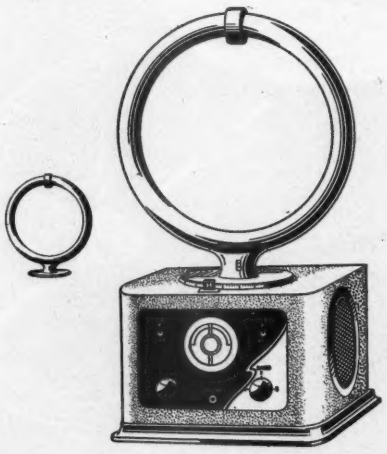
▶ Radio direction finders and radio telephone equipment of the Fisher Research Laboratory, of Palo Alto, California, are being displayed this year by the Grady Instrument Company. These include the Standard Radio Pilot, the Junior Radio Pilot and seven radio telephones ranging from 15- to 125-watt outputs.

A new feature of the Standard Radio Pilot this year is a visual meter bearing attachment which permits taking accurate bearings visually, regardless of electrical disturbance or interference. After the station desired is identified, the headphones are laid aside and the visual indicator used to register the zero signal or null. This receiver covers the 140 to 5000 kc range in three bands.

The Fisher Junior Radio Pilot is one of the lightest and most compact receivers available. Its weight is only 19 pounds yet its self-contained batteries are good for approximately 200 hours of operation and the set covers a range of up to 200 miles.

Karns-White Corporation — Radio Receivers

▶ One of the most complete exhibits of marine radio receivers is the Soundview Marine line, manufactured by the Karns-White Corporation and introduced to yachtsmen four years ago. Among the fifteen models shown this year are sets covering every band of interest to boat owners.



The Tri-Add, a combination radio receiver and direction finder, latest Jefferson-Travis product

A brief outline of the various models, their principal features and the bands covered follows:

Model 400 portable: self-contained batteries; covers broadcast, Coast Guard weather and ship-to-shore marine telephone bands.

Series 500: 6-, 12- or 32-volt power; low battery drains; covers same bands as Model 400.

Series 700: 6-, 12-, 32- or 110-volts AC/DC, very low battery drain; covers same bands as Model 400 plus 16–49 meter short wave band. It may also be had with record playing attachment.

Series 700–2: same as Series 700 but with auxiliary loudspeakers which may be installed in various parts of the boat.

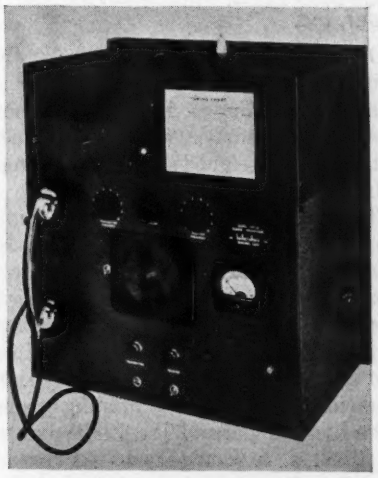
Series 800: same as Series 700, plus Arlington time signal, and aeronautical weather report bands.

Model 805: special time tick receiver with self-contained batteries and beat oscillator.

Above, the Cape Cod Navigator, with new direct reading radio compass having magnetic compass within the loop. Left, the Soundview Marine radio receiver, Series 700-2, which has auxiliary loudspeakers for installation in different parts of a boat

Ray Jefferson, Inc.

▶ Among the newcomers in the radio field this year is Ray Jefferson, Inc., of Baldwin, L. I., showing representative units of its line of ship-to-shore telephones and radio direction finders. These include telephones with transmitters rated at 8-, 10-, 25-, 40-, 75- and 100-watt output, and the Model A Mansley radio compass, a most compact piece of equipment operating on self-contained batteries good for 250 hours of use.



The Hallicrafters Flotilla model, a 12-volt radio-telephone for yachts

Western Electric Radio Telephone

▶ Western Electric radio telephone equipment again occupies a prominent place in the exhibit of the Smith-Meeker Engineering Company. Western Electric was the first manufacturer to produce this equipment for yacht use, and its offerings include a wide variety of sets. One of the most interesting outfits is that in which the radio telephone receiving circuit doubles in telephone and direction finder service.

▶ Other exhibits in which radio equipment is being shown include:

Kelvin-White Company: Sea Pal portable direction finder and radio receiver.

Higgins Industries, Inc.: Radio transmitters and receivers.

Sutter Brothers: Custom built and standardized radio telephone equipment.

BOATING APPAREL

▶ Comparatively little in the way of boating apparel is on display this year, the only firms exhibiting being the Sperry Shoe Company, of New Haven, Conn., the American Pad and Textile Company, of Greenfield, Ohio, and S. Appel and Company, of New York City.

Sperry Top-Siders

▶ Sperry shows a dozen or more different types of footgear employing the Top-Sider non-skid rubber sole. There are white, blue and tan canvas shoes in both men's and women's sizes, a comfortable and popular mocassin, several types of boots, and the new Sperry gaiter worn over shoes for winter sailing.

American Pad & Textile

▶ American Pad and Textile has several new additions to its line of parkas, woolen jackets and other colorful "rough and ready" clothing of the type which is becoming increasingly popular for all kinds of boating wear.

Appel Uniforms

▶ S. Appel and Company, one of the leading manufacturers of formal yachting attire, are at the Show again with caps, uniforms, insignia, etc., for flag officer, owner, guest and crew.

NAUTICAL INSTRUMENTS, CHARTS, ETC.

▶ The well-known Kelvin-White Company, of Boston and New York, and John Bliss & Co., of New York, are the leading exhibitors of nautical instruments at the Show. Kelvin-White is again featuring their Spherical Compass which is widely accepted for use on yachts, commercial craft and government vessels. This compass has been adopted by the U.S. Coast Guard for all its new vessels, and is also used on the new U.S. Maritime Commission vessels, and on some of the Navy's new motor torpedo boats.

Kelvin-White

▶ Among the new items being shown by Kelvin-White are several improvements in the Observer Compass for taking bearings. The prism has been increased to more than twice its former size and there is a new hinged mounting to permit its use as a steering compass.

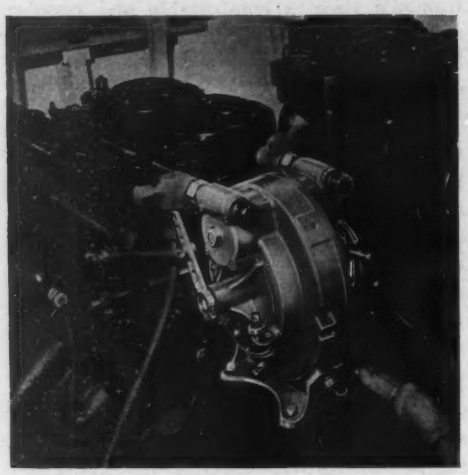
Other items displayed in the Kelvin-White booth include the Commuter Binnacle with spring suspended spherical compass to absorb high speed engine vibration and Kenyon speedometers and instruments. One of these, the new Kenyon Davis Speedometer, is described in detail on page 90.

Bausch & Lomb

▶ Bausch & Lomb Optical Company are also at the Show again with a display which includes binoculars, telescopes and field glasses, as well as the Bustan type bubble sextant which provides an artificial horizon for use in celestial navigation under conditions of poor visibility.

PLYMOUTH LINEN AND MANILA

▶ For the first time in several years, The Plymouth Cordage Company, of North Plymouth, Mass., is exhibiting at the New York Show. The company has been making rope for 116 years, ever since 1824. The display includes the company's linen yacht rope and manila, both of which come in a wide range of sizes.



Synchro-Master installation aboard a 64-foot Diesel yacht. Because of small size and light weight, this synchronizing unit is suitable for use in any twin engine boat

▶ The principal exhibits of engine accessories, gear and throttle controls, etc., are found in the booths of the Allen Marine Controls Co., Doherty's Marine Equipment Service, Synchro-Master, Purolator Products, Inc., Maxim Silencer Company, Columbian Bronze Corporation and the Rajah Company.

Allen Marine Controls

▶ The Allen Marine Controls Company, of Briarcliff Manor, N. Y., displays a working model of its automatic electric controls for the operation of throttles and reverse gears. These have been developed in coöperation with marine engine and reverse gear manufacturers. They are applicable to both gasoline and Diesel engines.

Electric motors do the actual work of engaging and disengaging clutch and reverse gear and adjusting the throttle, finger-tip operation of one small control lever on the bridge being all that is required of the operator. Engagement and disengagement take place at predetermined idling speeds. A single cable is the only required connection between bridge and engine. The cables and connectors used are waterproof and the contacts are silver to silver. The equipment is furnished for use on 12-, 24-, 32-, and 110-volt electric systems and the largest unit consumes only 1/720 kwh in a complete cycle of operation.

Since the equipment is completely interwired at the factory, the problem of installation is not complicated.

Synchro-Master for Synchronizing Twin Engines

▶ A new exhibitor at the 1941 Show is the Synchro-Master Company, of Seneca Falls, N. Y. Its display contains an interesting working exhibit of the new Synchro-Master unit which permits visitors to see and hear how this mechanism eliminates the excessive vibration and beat note that often accompanies unsynchronized twin engine installations.

Two engines operating in close proximity create vibration greatly in excess of two isolated motors unless perfectly synchronized. The results are annoying beat notes and increased maintenance costs for both boat and motor. Synchro-Master automatically synchronizes either gasoline or Diesel engines at any desired speed. It provides convenient single throttle control for cruising, plus instant independent motor control for maneuvering. The Synchro-Master operates on a positive mechanical principle and automatically throws itself out of operation if the motor stalls. It is approximately 9″ in diameter, weighs only 24 pounds and may be easily installed in either old or new craft.

Doherty's Shows Stewart-Warner Products

▶ Doherty's Marine Equipment Service, of New York City, distributor of a wide line of engine accessories and instruments, has considerably enlarged its exhibit space this year. Stewart-Warner products, which play an important part in the exhibit, include tachometers, ammeters, oil gauges, temperature gauges and instrument panels. There is a working demonstration of the well-known Stewart-Warner electric fuel pump. Other prominent items are the Marvel and Schebler marine carburetors.

Purolator Products, Inc. — Filters

▶ The Purolator exhibit this year consists of representative types of Purolator filters for the filtration of fuel and lubricating oil. The types shown include both metal edged filters and the depth type of replaceable element Purolators. A special feature of the exhibit is a group of extremely light weight models developed for aircraft use and adapted for service in which the saving of weight is important.

Columbian Bronze Strainers and Controls

▶ The Columbian Bronze Corporation, of Freeport, L. I., is, as usual, showing a varied assortment of engine controls and other accessories in its large third floor booth. Among these are several notably new items.

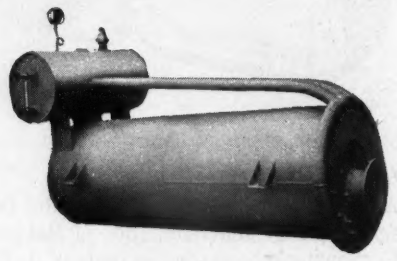
To comply with a new Bureau of Inspection ban on glass strainers in the cooling system, Columbian has recently developed a new visible intake water strainer using DuPont Lucite, an unbreakable plastic which will withstand wide variations in temperature. These strainers are used extensively as a means of cleaning the cooling water. Columbian also shows a similar strainer with a solid metal tube as an integral part of the casting. Being cast in one piece, the danger of electrolytic action between the internal parts of the strainer is eliminated.

Columbian continues to play an important part in the application of hydraulic controls to boats of various sizes. A new heavy duty hydraulic steering gear, capable of handling boats up to 200′ long, has recently been developed. This delivers a torque of 3000 pounds on the end of a 10″ tiller arm and yet four turns of the wheel move the rudder from hard over to hard over. Along the same line, Columbian has recently instituted a new hydraulic control engineering service which has developed various types of power transmission control for steering, reverse gears, throttle and governor.

Purolator with top removed to show easy replacement of oil filter

Maxim Silencer Company

▶ In addition to the usual showing of mufflers and exhaust line equipment, the Maxim Silencer Company, of Hartford, Conn., is introducing at the Show a new waste heat boiler and water heater which utilizes a simple arrangement of angle irons to form an extended and efficient heating surface. No tubes whatever are used in its construction and the unit occupies little more space than the usual muffler.



Maxim waste heat boiler and water heater

Zoder, Inc.

▶ One of the most interesting displays in the engine accessory field is that of Zoder, Inc., of 1516 N. 14th St., St. Louis, who is showing a new, fully automatic, vacuum operated fuel shut-off valve designed specifically for marine engine.

The purpose of the valve is to eliminate completely the human element as a necessary adjunct to shutting off the gas in the fuel line. To that end, it provides a valve which is kept closed by a stainless steel spring, *except* when the vacuum action of the fuel pump keeps it open. Thus the fuel is automatically shut off whenever the engine is not running or a break in the fuel line occurs. The Zoder valve can be adjusted to compensate for any fuel "head" and once set for a given installation it is sealed and requires no further adjustment whatever.

METAL PRODUCTS AND WIRES

▶ Metals, alloys and wire ropes, and their principal applications in the boating field are featured in the exhibits of the Hazard Wire Rope Division of the American Chain and Cable Company, the International Nickel Company, and the American Brass Company.

The American Brass Company

▶ American Brass Co., fabricator of the well known copper-silicon alloy Everdur, features both wrought and cast applications of this metal in such items as screws, bolts, nails and other fastenings. Ambrac, a high strength, corrosion-resistant white metal for hardware and fittings, is shown in various finished products. Other displays include American flexible metal hose and tubing, Anaconda copper water tube, and nickel silver rub-rails, moulding, and sail track.

Hazard Korodless

▶ In addition to Korodless stainless steel wire rope and Tru-Loc cold rolled swaged fittings, both of which are used extensively for the rigging of the leading yachts, Hazard displays mooring pennants of the same materials. In an effort to provide safer, longer lasting and easier handled pennants for yachtsmen, the company has been experimenting for several years with the use of stainless steel wire rope. Tests, conducted both in the field and in the laboratory, indicate that, even after several years' service, Korodless mooring pennants have lost little of their original strength. These pennants are proof against teredos, marine growths and acid water conditions found in many harbors. Much smaller diameters than are required in manila rope can be used and the wire is lighter in weight and much easier and cleaner to handle. The greater resistance to abrasion and chafe offered by these pennants are obvious advantages.

Stainless steel mooring pennants are now being made up in standard lengths, of flexible 7 by 19 Korodless rope with a thimble in one end and a large eye splice in the other.

Korodless stainless steel mooring pennant of type now put out in standard lengths by Hazard

International Nickel Company

▶ The nickel product featured in the International Nickel Company's exhibit is the new Anchorfast boat nail. Made of Monel, this nail offers unusual resistance to all kinds of corrosion. Though it can be driven as easily as an ordinary nail, the Anchorfast possesses unusual holding power due to a series of annular grooves rolled into the shank. In tests, these nails have often outheld wood screws.

PUMPS, PLUMBING AND TANKS

▶ The principal displays of bilge pumps, circulating pumps and water system pumps are to be found in the exhibits of the Columbian Bronze Corporation, the M. L. Oberdorfer Brass Company, the Eco Engineering Company, Higgins Industries, Inc., and the general marine hardware dealers and manufacturers, such as Wilcox, Crittenden & Co., Willis, Tiebout, Perkins, and Durkee.

Columbian Bronze Corporation

▶ Columbian shows several units for a variety of services from its extensive line of pumps. One of the featured items this year is a new fiber vane rotary pump with 1½" connections, for cooling water and heat exchanger systems. It will deliver 40 gallons per minute at 650 r.p.m. The object of the composition fiber vanes is to save wear on the metal case. The vanes wear down slowly when suspended abrasives are passed through and are easily and quickly replaced.

M. L. Oberdorfer Brass Company

▶ In addition to the well-known line of motor-driven pumps, backfire traps and hand pumps, the M. L. Oberdorfer Brass Co., of Syracuse, N. Y., shows for the first time a bilge pump assembly to be driven by the main engine. The unit utilizes a V-belt to be driven from the flywheel with a clutch to cut the pump in or out. It consists of a cast iron base with a completely adjustable V-belt mounting, a No. 4 three-quarter inch pump, and the clutch.

Higgins Industries, Inc.

▶ Higgins Industries, Inc., of New Orleans, exhibits a tiny pump of large capacity. It is no larger than a pair of clasped hands yet is capable of pumping 175 gallons of water per minute. It is intended for mounting on the camshaft of gasoline or Diesel engines.

Also exhibited are two ship radio transmitters. One is a 75-watt transmitter for use on M. T. B.'s and the other is a small combination receiver and transmitter for use with 6-volt storage battery.

Plumbing Fixtures

▶ The principal exhibits of plumbing fixtures at the Show are those of Wilcox, Crittenden & Co., the E. J. Willis Co., and Columbian Bronze. Wilcox, Crittenden shows representative equipment of the former Sands line. This is now manufactured exclusively at Middletown as a result of the acquisition of the A. B. Sands & Son Company last summer. Willis now turns out a complete line of closets, lavatories, galley pumps, seacocks, etc., manufactured under the supervision of F. H. Holmes, formerly with the Sands Company.

Koven — Tanks

▶ The only display at the Show which features tanks is that of L. O. Koven & Brothers, Inc., of Jersey City, who build an extensive line of galvanized and copper fuel and water tanks.

LIFE PRESERVERS, CUSHIONS, OTHER CANVAS GOODS

▶ Manufacturers in the life preserver, cushion and canvas goods field represented include the American Pad and Textile Co., of Greenfield, Ohio; the Winner Mfg. Co., of Trenton, N. J.; Acme Products, Inc., of New Haven, Conn.; Atlantic Pacific Mfg. Co., of Brooklyn; Cluff Fabric Products, Inc., of New York City; and the Socony-Vacuum Oil Co., Inc.

American Pad & Textile

▶ Although the American Pad and Textile Co. exhibits no outstanding new items, its usual attractive booth, built around a background telling the story of kapok, is much in evidence. The display includes a wide variety of life preserver vests for children and many types of cushions, mattresses and canvas goods specialties.

Winner Balsa Wood Items

▶ Winner has several additions to its line of life preservers, mooring buoys, aquaplanes and kindred items, all made of balsa wood and covered with Hydrotex and sheet Hydrocyl.

Socony-Vacuum Fenders

▶ Socony-Vacuum's principal products, of course, are fuels and lubricants but part of the display is devoted to Wearpruf Marine Fenders and Shipmate Gunwale Guards. The fenders are filled with non-collapsible but super-resilient air-cell rubber enclosed in triple woven seamless casings. The gunwale guards are made of the same material and, to meet the requirements of a wide variety of dinghies and tenders, come in three shapes, full round, three-quarter round and half round.

PAINTS, VARNISHES AND GLUES FOR YACHTS

▶ Reports and news of the exhibits of paints, varnishes, etc., at the Show have been scanned and examined intensively and, although they disclose comparatively little in the way of essentially new products, this does not mean that the exhibits are the same old thing. For a yacht which is painted white with a green boot-top one year and comes out the next with silver gray topsides and red boot-top is decidedly different even though the same brand and type of paint has been used. (If you don't believe it, try it sometime — and you'll find half your friends crediting you with a new vessel.)

Color is being featured by several of the paint exhibitors this year — more color, new colors and carefully selected color combinations. Various methods are being employed to assist the boat owner in selecting new colors and to permit him to visualize his own craft in individualistic and vari-colored garb. Some manufacturers are using color panels of varying proportions to approximate the relative area of boot-top, topsides, deck and houses, and Edward Smith & Company has gone to the extent of providing models of various types of boats finished in several of their "keyed color combinations."

Among the new products this year are a new quick drying Dulux spar varnish and a new Ferdinand glue developed to meet the demand created by the extensive use of waterproof plywood in the building of small boats. The longest list of new products, however, is the new line of yacht finishes being introduced by the Devoe & Raynolds Company, Inc., the oldest paint manufacturers in the United States.

Among the significant trends noted in the type of products displayed is a continued increase in the emphasis placed on copper bronze bottom paints. The desirable combination of long-lasting antifouling qualities and comparatively smooth finish offered by these paints is probably the reason for this.

Edward Smith Shows "Keyed" Color

▶ Color combinations play a prominent part in this year's exhibit at Edward Smith & Co., Inc., manufacturers of Smith's Cup Defender finishes. Color experts of the Smith Company report that the past few years have witnessed interesting changes not only in the greater variety of colors being used but in the care exercised by boat owners in choice of colors for various parts of their boats. Contrasts and harmonies are being more and more carefully worked out in relation to one another and to the job as a whole. Many a boat owner is calling on color to express his own individuality and to give his boat a distinctive appearance.

As an aid to the selection of harmonious colors, the Edward Smith exhibit features completely "keyed" color combinations — twenty of them — to cover the whole line of Smith Cup Defender finishes for all requirements — bottoms, topsides, decks, brightwork and interiors. A number of the combinations have been reproduced on attractive models of sailing sloops shown at the exhibit. Practically all the others are on display in panel form. Among the tones used frequently in the combinations are two new Smith topside colors, light ivory and light gray.

A simple, easy-to-read color chart, "keyed" to a color card of Smith Cup Defender finishes, is available to those interested.

Dulux Paints and Varnishes

▶ DuPont Dulux is again being featured in an attractive display in which both motion and color play an important part. The motion takes the form of a pair of porpoises leaping out of the water, and color is the keynote in a series of transparencies of outstanding power and sail craft illuminated from behind.

Among the new Dulux finishes being shown this year are a clear primer for unfinished wood, a special quick drying marine spar varnish and several new colors. A marine finishes expert will demonstrate the proper application of these and other Dulux products.

Baltimore Copper Bottom Paints

▶ The Baltimore Copper Paint Company, of New York City, again features the well established and widely used stand-by, Regatta Copper Bronze bottom paint. The company is also getting its Regatta Tritox Green started on its second year. This paint, introduced at last year's Show, has the same poisonous ingredients used in Regatta Copper Bronze and its compact and smooth texture produces a hard surface, ideal for racing yachts. This green takes a high polish without sacrificing any of its anti-fouling qualities.

Valspar "Tank Tests" Boat Finishes

▶ Valspar's exhibit at this year's National Motor Boat Show is designed to crystallize the results of Valentine and Company's extensive program of test and proof which is carried on constantly in many parts of the world. Test panels, removed only two months ago from the waters of various American boating centers, are being exhibited as proof of the ability of Valspar yacht finishes to stand up under a great variety of conditions. Actual tank tests of several panels are being conducted at the exhibit.

Testing has played a prominent part in the development and continued improvement of Valspar products ever since the inception of the famous "boiling water test" three decades ago. Each year, actual test boats, completely finished with Valspar yacht finishes, go out and cruise the principal boating waters of the country. Some are owned by members of the Valspar organization, others by completely disinterested yachtsmen. Some are painted by professional shipyard painters and others by the owners themselves. Thus, the varied conditions encountered in many sections of the country, both afloat and in the yards, are continually being studied first hand.

Prominently featured in this year's exhibit is the new topside white known as Val Blanc which was introduced last spring. This is an extra-white white developed particularly to withstand the injurious action of dirty harbor waters, engine exhausts and marsh gases. Val Blanc also has the ability to stand up under frequent scrubbings.

Woolsey and New Jersey Paints

▶ Two of the oldest and best known names in the marine finishes field, the C. A. Woolsey Paint & Color Company and the New Jersey Paint Company, are combined in one attractive display this year. Both of these manufacturers specialize in bottom paints but the finishes included in their combined line make up an unusually attractive and complete display.

Pettit Shows Boat Painting Films

▶At last year's Motor Boat Show, the Pettit Paint Company introduced a motion picture, in color, of boats, boat yards and marine scenes. This proved so popular that the company had numerous requests to show the films to boating organizations all through the 1940 season. The success of that venture was so marked that the film has been revised and supplemented for the 1941 Show with a graphic demonstration of how various types of marine finishes should properly be applied.

In addition to the film, the Pettit display features several new products developed within the last year. Among these are two new hard racing bronze bottom paints, one with outstanding anti-fouling qualities, and the second, a particularly hard paint, producing the appearance of burnished bronze. The texture of the pigment is extremely fine in both of these paints. Other new Pettit products include Waterless Yacht Cleaner, for washing topsides without injury to the paint film, and Winter-Kote, a protective coating to be applied at hauling out time in the fall.

The famous Pettit Log Book and Guest Register is still available to boat owners requesting it.

International Paints

▶ In response to the increasing demand for varied color combinations for boats of all types, the International Paint Company exhibits an extensive series of panels showing the texture and the many colors of its varied line of marine finishes. These are shown separately and in various combinations. Also on display is an animated example of what happens on wet, rolling decks *not* painted with International Noskid Deck Paint.

Kuhls' Exhibit Larger This Year

▶H. B. Fred Kuhls, of Brooklyn, manufacturer of elastic glues, cements and preservatives, has a larger and more extensive exhibit this year.

It again features demonstrations and cutaway sections of joints, seams and decks, showing how and where to use the various Kuhls products. Another interesting and educational element of the exhibit is the composite boat chart which illustrates the uses of

Kuhls products pictorially. An 11" by 7" reproduction of this chart is being given to all boat owners who send for it.

Ferdico Products

▶ L. W. Ferdinand & Co., Inc., of Boston, makers of the well-known line of Jeffery and Ferdico Marine Glues, have on exhibition at the Show this year their new one-part resinous adhesive. This glue is intended primarily for use in plywood boat construction but it is also adaptable to any work requiring a strong and thoroughly waterproof glue.

The background of the display consists of enlargements of the recent series of Ferdinand cartoon advertisements. These caricatures illustrate the consequences of carelessness and neglect in the use of marine glue products.

Red Hand Anti-Fouling Paints

▶ The Red Hand Composition Co., Inc., of New York, is showing its full line of marine finishes at the Show. The most popular of these is the Fisherman Red copper bottom paint. Many boat owners use this paint year in and year out. It has excellent antifouling qualities and, therefore, has its widest use on boats which are seldom hauled out or scrubbed. Other Red Hand paints are also noted particularly for long-lasting qualities.

Kauri Marine Paint and Varnish

▶ Once again, the Brooklyn Varnish Manufacturing Company, of Brooklyn, New York, is occupying Booth 72 on the third floor of Grand Central Palace. In their display are Kauri Gold Band Varnishes and Kauri Marine Paints. The latter include a complete line of yacht whites, deck paints and enamels.

The exhibit will remain essentially the same as in previous years.

New Devoe Yacht Finishes

▶ One of the most extensive exhibits of paints and varnishes at the Show this year is that of Devoe & Raynolds Company, Inc., of New York. This company is the oldest manufacturer of paints in the United States and though it has made marine finishes in the past, the line has never been too well distributed nor extensively known.

This year, however, Devoe is very much a part of the marine finishes picture, with a complete line of paints and varnishes all of which have been carefully developed and extensively tested both in the laboratory and in actual service over the past several years. Included among these are Devoe yacht white-gloss, semi-gloss, and flat; Hong Kong spar varnish; Devoe deck and topside enamels; interior enamels; engine enamels; and both anti-fouling and hard racing bottom paints.

PROPELLERS, SHAFTING, STRUTS AND BEARINGS

▶ Propeller manufacturers showing their wares at the show this year include the Hyde Windlass Company, Federal-Mogul Corporation, Columbian Bronze and the Michigan Wheel Company. International Nickel also shows Monel propellers made by Columbian.

Hyde Windlass Company

▶ The Hyde Windlass Company is again showing representative propellers and is prepared to furnish data on its extensive line of two- and three-bladed wheels and also the well-known feathering propellers for cruising and racing auxiliaries.

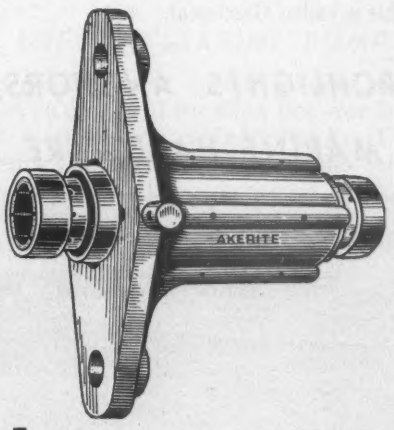
Columbian Bronze

▶ Prominent in Columbian's propeller exhibit this year are the newly developed stock propellers with machine ground pitch. These are turned out by a new precision machine which eliminates uneven pitch and wavy surfaces. Dynamic balance is also available to yachtsmen in the newest Columbian propellers. Eight different types of propeller designs are being produced by Columbian, varying from the standard Ailsa Craig model to the latest scimitar blade design used by leading speed boat manufacturers.

Federal-Mogul

▶ The Federal-Mogul Corporation, of Detroit, is again at the Show with its extensive display graphically demonstrating modern propeller performance and covering the complete line of Equi-Poise and Tru-Pitch propellers.

Among the new items being featured by Federal-Mogul are two interesting new tools for propeller servicing. The first of these, the



The Akerite stern bearing embodies a rubber sleeve that turns with the shaft

Model A Equi-Puller, facilitates the easy, safe removal and insertion of strut bearings of either metallic or cutless types. With this device, only the propellers need be removed, without disturbing shaft, strut or alignment. It handles shafts up to 2½" in diameter. The other new tool is a larger edition of the Equi-Puller developed a couple of years ago for the quick and safe removal of smaller propellers without pounding or hammering. The new tool has a jaw opening of 14" and handles wheels up to 70" to 80" diameter.

Shafting

▶ Propeller shafting is shown in the booths of the American Brass Company and the International Nickel Company, Inc. The latter firm displays Monel shafting while American Brass features Tobin Bronze and Tempaloy. Tobin Bronze has been widely used ever since

Goodrich soft rubber cutless bearing that is displayed by Lucian Q. Moffitt

the days of naphtha launches, while Tempaloy is a more recently developed high strength material recommended particularly for high speed and heavy duty installations.

Shaft Logs, Struts, Bearings, Etc.

▶ The principal exhibits of shaft logs, struts and other power transmission system accessories are those of Federal-Mogul, Columbian, International Nickel, Lucian Q. Moffitt, Inc., E. J. Willis, Hyde Windlass Wilcox, Crittenden Co.

Lucian Q. Moffitt — Goodrich Cutless Bearings

▶ A unique display by Lucian Q. Moffitt, Inc., national distributor of Goodrich Cutless Bearings, includes a testing machine showing several types of bearings in actual operation under service conditions. This shows what happens to bearings and shafts in sandy water and why sand and other abrasive material does not cut the shaft or bearings when a Cutless Bearing is used.

The well-known ability of the soft rubber Cutless Bearing to absorb vibration is demonstrated. A vibrating shaft is so arranged as to permit the visitor to see and feel the difference in reduced vibration when a Cutless Bearing is used, as compared with hard surfaced bearings.

A stern of a boat in full size section is likewise on display to illustrate how other types of bearings may be replaced with Cutless Bearings without alteration to the boat.

E. J. Willis — Akerite

▶ The E. J. Willis Company is showing the Akerite marine stern bearing which was introduced at the show three years ago by its inventor, E. C. Aker. This bearing utilizes a rubber sleeve which is locked onto and turns with the shaft.

INSURANCE COMPANIES SHOW MOVIE

▶ Two fire and marine affiliates of the Ætna Life Insurance Company, the Automobile Insurance Company and the Standard Fire Insurance Company, of Hartford, Conn., have just completed a new motion picture film, "Pleasure Afloat," which will be given its première at the Show. In addition to stimulating greater interest in yachting, the film points out how insurance, with its accompanying safety engineering and inspection service, helps to make boating safer by minimizing fire, explosion and other hazards.

The picture is done in color and in sound, and is based on the story of a young yachtsman and his wife who, with some friends, take a cruise in his newly acquired cabin cruiser.

FIRE-FIGHTING EQUIPMENT FOR MARINE USE

▶ Both carbon dioxide and carbon tetrachloride fire-fighting equipment are again prominently displayed in the exhibits of Walter Kidde and Company and in the combined exhibit of the Pyrene Manufacturing Company and the C-O-Two Fire Equipment Co. The Auto-Fyr-Stop, an automatic carbon tetrachloride glass bulb type extinguisher, may be seen also, at the E. J. Willis Co. booth.

Walter Kidde and Company, Inc. — Lux

▶ The entire line of Lux carbon dioxide extinguishers and built-in extinguishing systems is being demonstrated by Walter Kidde & Company. The well-known toy boat that catches fire and then has it smothered in a barrage of carbon dioxide snow and gas is still the major attraction.

Other features will include a demonstration showing how the heat of a small match can trip the Lux-O-Matic system into action, and also Lux Remote Control and Lux Local Control Systems. Another item of particular interest is the little Kidde-Lux Model 2, a light, portable, trigger-controlled extinguisher ideal for fighting galley and cabin fires.

C-O-Two and Pyrene

▶ This exhibit features a carbon dioxide system with the versatile "Fire-Eye" detector, which responds to either a slow-smoldering or fast-spreading fire. It operates on either the "fixed temperature" or "rate of rise" principles and may also be released manually with local or remote control.

One-hand operation and quick availability commend this Kidde-Lux fire extinguisher

The Pyrene part of this exhibit includes a display of a complete line of fire-fighting equipment suitable for use on different classes of fires, Pyrene (carbon tetrachloride), Phomene (foam type), Guardene (soda-acid), and anti-freeze extinguishers all play a prominent part in this display. There is also a new extinguisher seal for pump type fire extinguishers that discloses at a glance when the extinguisher has been used or tampered with. This is called Gardeseal.

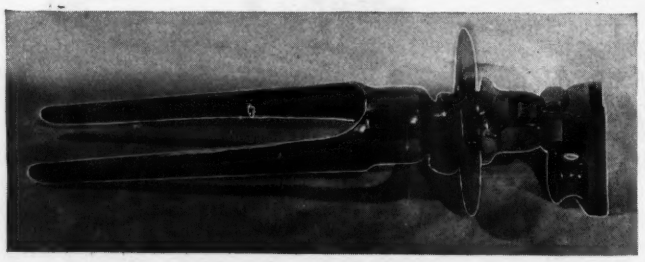
GALLEY EQUIPMENT, SEARCHLIGHTS, ANCHORS, FITTINGS AND GENERAL MARINE HARDWARE

▶ Of interest to the prospective boat owner should be the exhibits of equipment and hardware necessary for different types and sizes of craft. These items include such diverse objects as stoves and other galley equipment, ventilators, anchors, searchlights and sail and power boat fittings. A list of companies exhibiting one or more of the above would have to include: The Atwood Brass Works; Wilcox, Crittenden & Co., Inc.; Perkins Marine Lamp & Hardware Corp.; the Durkee Company, Inc.; Ivano Co.; Portable Light Company; the Sparks-Withington Co.; Kilborn-Sauer Co.; W. & J. Tiebout Co.; Topping Brothers; E. J. Willis Co.; and International Nickel Company, Inc. The displays of some of these will be considered in detail.

Wilcox, Crittenden & Co.

▶ Wilcox, Crittenden & Co., Inc., Middletown, Conn., again exhibits in Booth 203 on the third floor. The display, larger than last year, features an increased line of gadgets for small sail boats. Detachable rudder fittings, a special cast permanent backstay chain plate, a one-ounce single cast tang for light upper rigging, light weight goosenecks which feature adjustable tack and boom settings to fit any sail, are among the most interesting. Then there is a new bronze rudder head fitting for National One-Designs, and a V-jumper strut fitting for Lightnings. In all the above, the elimination of weight has been carefully planned. New sets of whisker and spinnaker pole fittings of simplified design are also presented.

Further additions to the line include a bulkhead mounting bracket for Wilcox-Crittenden 3″ and 4″ compasses, a new angle galley pump, cast aluminum oar holders to secure oars when not in use, an all brass, battery anchor light which will last for a whole summer's cruising, and a new anchor, designed to dig in fast and available in 12- and 25-pound sizes.



New Perkins roller reef gooseneck for boats with mainsails up to 200 square feet area

E. J. Willis Company

▶ The E. J. Willis Company displays a long line of pressure alcohol stoves. These extend from low to high price groups and are suitable for many different types of yachts. Also of use in the galley, as well as throughout the ship, are the Willis blowers and ventilators of modern design.

The Durkee Company

▶ The Durkee Company, Inc., of New York, has one of the most extensive displays in this category. Galley stoves and fishing chairs are on view. Also shown are motor boat and sail boat fittings, Seth Thomas clocks, Whitlock manila and linen rope, marine lamps and electric fixtures and many gadgets of interest to the yachtsman.

Thomas Laughlin Company

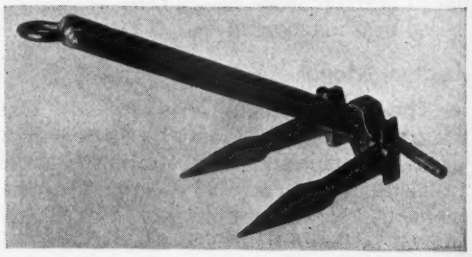
▶ The Thomas Laughlin Company, of Portland, Maine, shows various items of marine hardware, boat fittings, wire rope and chain accessories. The feature of the exhibit, however, is the Laughlin CQR plow anchor. It comes in 13-, 20-, 35-, 45- and 60-pound sizes. Superior holding ability and non-fouling qualities are claimed. It has been adopted and is used by the British Navy and Air Force and is now, for the first time, being manufactured in the United States.

Perkins Marine Lamp & Hardware Corporation

▶ The Perkins Marine Lamp and Hardware Corp., of Brooklyn, announces many new items for 1941. These include a new mast tang for small sail boats, a bronze thimble shackle and large sheave masthead fitting of salt water resisting aluminum and of streamlined style for boats up to Star Class size. Also presented is a sliding door, hooded, brass binnacle for 4″ and 5″ compasses. It has electric illumination and may be removed for daytime running. A bronze roller reef gooseneck for small boats is also shown. It is simply and efficiently operated and has a free running sheave on the slide for the downhaul.

The Portable Light Company

▶ Feature of the exhibit of the Portable Light Company, Inc., of New York, is a new "Half-Mile-Ray" lamp. This searchlight embodies many practical features developed in 18 years' of experience in the manufacture of marine searchlights. The construction is en-



Wilcox-Crittenden's newest anchor has been made available in 12- and 25-pound sizes

tirely of brass, with Monel fastenings and studs. A packing nut prevents leakage around the control rod. A powerful, penetrating ray is projected, capable of illuminating objects a half-mile distant.

Other styles of searchlights are shown, ranging from 5″ to 20″ in diameter. Also a complete line of horns and sirens.

International Nickel Company

▶ The International Nickel Company, Inc., of New York, exhibits galley equipment and other items featuring Monel metal. Also on display are light weight "Seacurity" anchors of the same material, in various sizes.

BATTERIES— EXIDE AND EDISON

▶ Both Exide and Edison storage batteries are displayed, the former by the Electric Storage Battery Company, of Philadelphia, and the latter by the Smith-Meeker Engineering Company.

Exide

▶ The Exide exhibit in Space 128, on the third floor, features the Exide marine floating battery system for marine use. The display demonstrates the operation of the battery in parallel with a generator and shows how the battery can absorb peak loads many times in excess of the generator capacity without resulting in overload. In this way, the use of the battery gives a much needed flexibility without which a marine electrical system would be too rigid.

The Exide exhibit includes the various types and sizes in the line and a number of cells cut away to show their construction.

Edison

▶ Edison batteries are of the alkaline type in which the electro-chemical action is completely reversible. Among their advantages are extremely long life and freedom from acid fumes.

A new Half-Mile-Ray lamp constructed of bronze with Monel fastenings and fittings

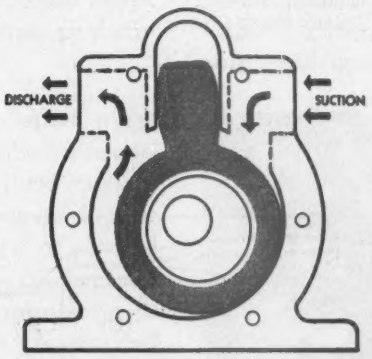
PARAGON GEARS

▶ The Paragon Gear Works, of Taunton, Mass., in line with its continued policy, is exhibiting at the Show. The company is demonstrating its well-known line of reverse and reduction gears, which are available for virtually every size of marine motor. The Paragon gear is all-enclosed, compact, simple and sturdy in construction. Among its features are included built-in thrust bearings, ball bearing operating sleeve with bronze bushing, multiple disc clutch, gear cage carried on roller and ball bearings, oil seals on both ends.

THE ECO MARINE PUMP

▶ One of the most unusual pieces of equipment on display at the Show this year is the Eco marine pump made by the Eco Engineering Company, of 72 East Kinney Street, Newark, N. J. It was developed by a New Jersey yachtsman.

Outwardly the Eco pump resembles a bronze gear pump but, once the face plate is removed, the resemblance ceases. In place of gears, there is an impeller made of Neoprene synthetic rubber.



The new Eco pump

This pump can be revolved in either direction and develops a positive pressure at speeds of 350 r.p.m. and over. At 1000 r.p.m., it delivers six to eight gallons per minute and at 1800 r.p.m. the output is ten to twelve gallons. Sand, grit and mud are flushed through with the water without injury to the impeller or the walls.

SMITH-MEEKER SHOWS PHOTO ELECTRIC PILOT

▶ The Smith-Meeker Engineering Company, specialists in various kinds of electrical equipment for yachts, features in its exhibit this year the Photo Electric Pilot, an automatic steering device.

During the past several years, the Photo Electric Pilot has been installed on many yachts, fishing vessels and small freighters ranging from 25′ to 150′ in length. A novel method is being used to demonstrate how the Pilot steers a boat on a split degree course in all sea conditions. The circuit can be snapped in or out of service in a second's time and is particularly helpful when visibility is poor. For then the Pilot provides exacting "on course" steering.

The Photo Electric Pilot

RAJAH SPARK PLUGS

▶ The Rajah Company, of Bloomfield, N. J., is exhibiting at the New York Motor Boat Show a spark plug for marine motors which has a new, patented construction of the shell or ground electrode.

This electrode is made of Nichrome metal, a material which insures long life and resists heat and corrosion. It is drawn in the shape of a thimble and has three sparking points, the same as used on airplane motors, which give more intense and instantaneous firing of the gas charge. Other Rajah products include spark plugs with shells of Everdur bronze, solderless terminals, and rubber safety nipples.

Perkins combination thimble and shackle for connecting light shrouds to mast tangs

Cruise-Lite, an all brass self contained battery anchor light with waterproof switch

YACHTING'S INDEX OF EXHIBITORS

The subjointed index lists the exhibitors at the 36th Annual New York Motor Boat Show. While it is not a guide to the display booths occupied by the exhibitors it provides the key to the many interesting boats and articles of marine equipment that are on hand at the Palace.

A

John G. Alden 107
Allen Marine Controls Co. 126
American Bosch Corp. 126
The American Brass Co. 127, 129
The American Pad & Textile Co. 125, 127
The Anchorage, Inc. 103
S. Appel & Co., Inc. 125
Armstrong & Galbraith, Inc. 104
Arnolt Motor Co. 121
Atlas Diesel Engine Corp. 121
The Automobile Insurance Co. 129

B

Baltimore Copper Paint Co. 128
Bausch & Lomb Optical Co. 125
John Bliss & Co., Inc. 125
Bludworth, Inc. 124
Briggs & Stratton Corp. 120
Brooklyn Varnish Mfg. Co., Inc. 129
The Buda Company 113

C

Cape Cod Instrument Co. 124
Cape Cod Shipbuilding Co. 106
Caterpillar Tractor Co. 116
Century Boat Co. 98
Chris-Craft Corp. (Boats) 101
Chris-Craft Corp. (Engines) 116
Chrysler Corp. 112
Colonial Beacon Oil Co. 122
Columbian Bronze Corp. 126, 127, 129
Consolidated Shipbuilding Corp. 115
C-O-Two Fire Equipment Co. 130
Crosley Marine Co. 110
Cummins Engine Co. 112
Cuprinol, Inc. 98

D

Devoe & Raynolds Co., Inc. 129
Doherty's Marine Equipment Service 126
Gilbert Dunham, Inc. 106
Dunphy Boat Corp. 97
E. I. duPont de Nemours & Co. 128
Duplex Marine Oil 110
The Durkee Co., Inc. 130

E

ECO Engineering Co. 131
Edison Batteries 131
The Elco Works 96
The Electric Storage Battery Co. 131
Elto Motors 121
Essomarine 122
Evinrude Motors 121

F

Federal-Mogul Corp. 129
L. W. Ferdinand & Co., Inc. 129

G

General Motors Corp. 116
Grady Instrument Company 124
Gray Marine Motor Co. 118
Gulf Oil Corp. 122

H

Hallicrafters, Inc. 124
Hall-Scott Motor Car Co. 111
Haynes-Griffin 124
Hazard Wire Rope Division of American Chain & Cable Co. 127
Higgins Industries, Inc. 125, 127
Hyde Windlass Co. 129

I

International Nickel Co. 127, 129, 131
International Paint Co. 128

J

Ray Jefferson, Inc. 125
Jefferson-Travis Radio Mfg. Co. 124
Johnson Motors 120
Hubert S. Johnson Boat & Engine Works 99

K

Karns-White Corp. 124
Kelvin & Wilfrid O. White Co. 125
Kendall Refining Co. 122
Kermath Manufacturing Co. 111
Walter Kidde & Co., Inc. 130
Kiekhaefer Corp. 122
L. O. Koven & Bro., Inc. 127
H. B. Fred Kuhls 128

L

The Lathrop Engine Co. 119
The Thomas Laughlin Co. 130
The Lauson Co. 122
Luders Marine Construction Co. 105
Lyman Boat Works 104

M

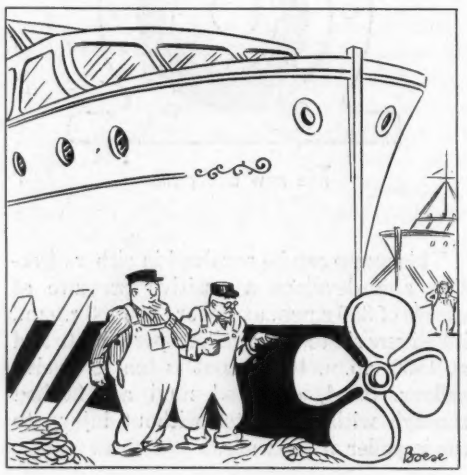
Mack Manufacturing Corp. 114
The Matthews Co. 93
The Maxim Silencer Co. 126
Lucian Q. Moffitt, Inc. 129
Muncie Gear Works, Inc. 122

N

National Supply Co. 117
Neptune Outboard 122
New England Marine Co. 94
New Jersey Paint Co. 128

O

M. L. Oberdorfer Brass Co. 127
Owens Yacht Co. 102



"I wish the boss would quit reading those airplane magazines"

P

Palmer Bros. Engines, Inc. 114
Paragon Gear Works 131
Parkman Yachts, Inc. 108
Penn Yan Boats, Inc. 95
Perkins Marine Lamp & Hardware Corp. 130
Pettit Paint Co. 128
Plymouth Cordage Co. 125
The Portable Light Co., Inc. 130
Purolator Products, Inc. 126
Pyrene Manufacturing Co. 130

Q

Quaker State Oil Refining Corp. 110
Queens Marine Sales & Service 104

R

The Rajah Co. 131
Red Bank Marine Works 107
Red Hand Compositions Co., Inc. 129
Red Wing Motor Co. 119
John Reiner & Co., Inc. 117
Richardson Boat Co., Inc. 95

S

Scripps Motor Co. 113
Skaneateles Boats, Inc. 108
Smith-Meeker Engine Co. 125, 131
Edward Smith & Co., Inc. 128
The Snow & Petrelli Mfg. Co. 122
Socony-Vacuum Oil Co. 122, 127
Sparkman & Stephens, Inc. 98
Sperry Shoe Co. 125
Standard Fire Insurance Co. 129
Sterling Engine Co. 110
Stewart-Warner Co. 126
Stover Mfg. & Engine Co. 117
Sutter Brothers 125
Synchro-Master Co. 126

T

The Texas Co. 97
Thompson Bros. Boat Mfg. Co. 97
A. R. True, Inc. 96
Twin Disc Clutch Co. 110

U

U. S. Motors Corp. 118
U. S. Plywood Corp. 103, 105
Universal Motor Co. 119

V

Valentine & Co., Inc. 128

W

The Wagemaker Co. 104
Waukesha Motor Co. 115
Western Electric Co. 125
Wilcox, Crittenden & Co. 130
E. J. Willis Co. 129, 130
Winner Manufacturing Co., Inc. 127
Wisconsin Motor Corp. 122
Gar Wood Industries, Inc. 100
C. F. Woodcraft Boat Co. 94
C. A. Woolsey Paint & Color Co. 128
Wright Built Boat Co. 107

Z

Zobel Sea Skiff & Yacht Works 107
Zoder, Inc. 126

THERE'S NOTHING LIKE

CHAMPIONS

for Championship Performance!

WHEN A SPARK PLUG is used as consistently, year after year, as Champion is used by racing drivers to win their races and set their records, there must be something in the statement that "Champion Spark Plugs will make any engine a better performing engine."

There isn't a more difficult test for spark plugs than motor boat racing, whether inboard or outboard, when you consider that these engines are running at practically wide-open throttle all the time, and cannot once falter or mis-fire without losing distance and time. And yet despite such extremes of service, Champion Spark Plugs have stood the test under any and all operating conditions.

Your boat may never be entered in a race—may never be run at wide-open throttle for any sustained long run—but it is always gratifying to know that with Champion Spark Plugs in your marine engine, you are ready for any emergency.

Champion Spark Plugs will give your engine renewed power, speed and dependability plus greatly increased economy. We recommend that you install a complete set of Champions either now or when you fit out in April. You'll find "there's nothing like Champions for championship performance."

The recent regatta at Salton Sea, Calif., proved to be another clean sweep for Champion Spark Plugs with Champion-equipped craft winning every event. Eight new world's records were set, five were accounted for by W. Boggeman and J. Henckels, pictured above.

USE THE SPARK PLUG CHAMPIONS USE

Gasoline and Diesel. For 1941 GRAY HAS

CAN YOU ANSWER THESE QUESTIONS?

1. How can I find out whether my boat will be better with a direct drive engine, or with reduction gear drive?
2. If reduction gear is indicated, what ratio for best efficiency?
3. Which is better, a pair of small engines or a single large engine?
4. How can I decide whether a gasoline engine or a Diesel be the most economical investment in my boat?
5. Which is better for a big heavy Auxiliary, a high speed engine or a slow speed engine, and why?
6. Does a Diesel require a trained engineer?
7. What is the simple method of calculating fuel consumption, gasoline and Diesel?
8. Why is it that one engine will sometimes turn a bigger propeller faster than another engine rated 25–75 H.P. higher?
9. How much power is lost in internal friction?
10. How can engine temperature be regulated, and why?
11. What engines were used in the largest sea-going yacht built in 1940?
12. Does an engine with higher rotative speed necessarily have higher piston speed?

These and hundreds of other boating problems are answered in Gray Catalogs. Specific and detailed replies to the above questions and 20 more are contained in Gray's "Question and Answer" booklet, written by Engineers, in language that all can understand. A copy will be mailed to persons requesting 1941 literature.

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Send for Gray Catalogs. Tell us about your boat. The more you tell us, the more we can help you.

27 Gray Gasoline Marine Motors, 10–175 H. P.
3 Speed Ranges
5 Gray Marine Diesels, 25–165 H. P.
5 Reduction Gear Ratios

Gray builds 5 basic types of motors, because Boat Owners demand them. 35 years experience has proved this is the only way to insure fitting your boat, to give you the speed and action that you are looking for.

That is why the Gray line for 1941 is out ahead in marine usefulness, in versatility, in modern design, in performance. One of these motors, or a pair of them, will take up less space, will go further on less fuel, will deliver greater smoothness and the longer life that goes along with quietness, in your boat.

GASOLINE ENGINES

MEDIUM AND HEAVY DUTY ENGINES

for full throttle operation to 2000 r.p.m. in "Economy" style, or to 3000 r.p.m. in the "HiSpeed" style.

	Cu. In.	*H.P.*	*Lbs.*
Light Four	69	7–16	330
Sea Scout	91	9–37	375
Four–22	112	12–45	410
Four–40	140	15–55	510
Four–52	162	18–57	540
Six–51	200	20–71	650
Six–71	218	22–84	665
Six–91	244	24–100	795
Six–101	290	30–110	985
Six–121	330	36–124	1015
Super Six	330	40–145	990
Six–105	383	42–101	1250
Super Eight	372	40–160	1275

Reduction Gear Ratios 1.5:1, 2:1, 2.5:1, 3:1 and 3.5:1

"PHANTOM SERIES" HIGH SPEED ENGINES

for Runabouts and Hydroplanes, for best efficiency above 3000 r.p.m.

	Cu. In.	*H.P.*	*Lbs.*
Four–45	91	45	340
Four–62	140	62	435
Four–75	162	75	460
Four–86	162	86	465
Six–90	218	90	625
Six–103	218	103	630
Six–125	244	125	730
Fireball–140	244	140	730
Fireball–150	244	150	730
Fireball–160	244	160	730
Phantom 8	372	175	1250

Also 3 Racing Engines

GRAY MARINE DIESELS

	Cu. In.	*H.P.*	*Lbs.*
One cylinder	71	25	1250
Two cylinder	142	55	1350
Three cylinder	213	82	1755
Four cylinder	284	110	2060
Six cylinder	425	165	2425

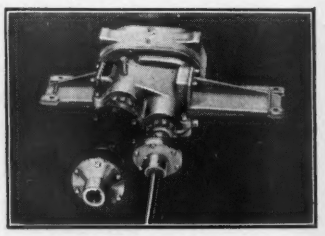
Reduction Gear Ratios 1.5:1 to 4.4:1. Fresh water cooling is standard equipment.

GRAY VEE DRIVE GEAR

The versatility of this popular unit has been extended by the addition of a new reduction ratio for cruisers. These ratios:

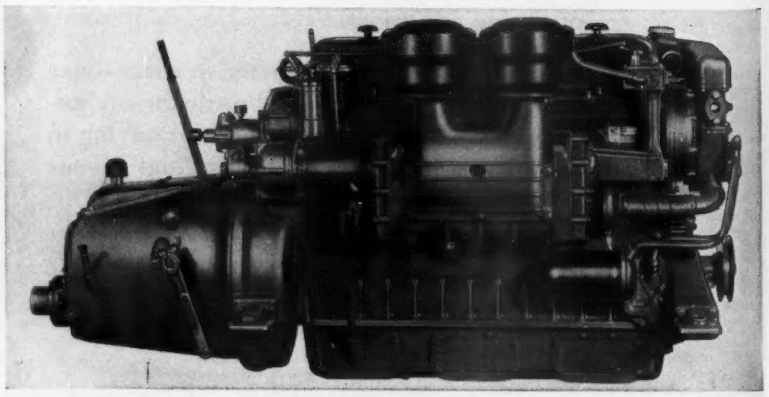
1:1
19:14
7:4

Port and starboard units.



POWER AND WEIGHTS ARE GUARANTEED

Gray Marine Diesels drive boats faster because they deliver more power per pound of weight. Compare the 6-cylinder Gray Marine Diesel, as illustrated, weighing less than 2500 pounds, conservatively rated at 165 h.p., with any other engine capable of delivering the same power. Opposite-rotation pairs of these remarkable engines are driving 85′ to 100′ Cruisers at speeds of 13 to 15 m.p.h.



Gray Marine Diesels are based upon the Engine developed and built by General Motors, adapted and equipped for marine use by Gray. 5 basic sizes, 1 to 6 cylinders, 25 to 165 h.p., both rotations, manifold either to port or starboard.

ALL 1 2 3 4 5 FIVE

1. CRUISER ENGINES FOR CRUISERS
2. RUNABOUT " " RUNABOUTS
3. RACING " " RACING
4. WORKBOAT " " WORKBOATS
5. AUXILIARY " " AUXILIARIES

Only Gray can give you all five basic types—

Each Gray Gasoline and Diesel Engine is designed, built, tested, and guaranteed to do a specific marine job

Any one of these gasoline engine features may be worth the cost of all:

Individual Porting for smoothness; Thermoset Temperature Control; adequate clutch capacity; water between the bores; non-drip marine carburetor; counterbalanced crankshafts; extra generator capacity; low cut-in speeds; pressure-lubricated tappets; low-friction shell bearings; fully enclosed flywheel, extra pulley; lined reverse bands.

SEE YOUR GRAY DEALER

In 1941, the Services of a Characterful, resourceful and able marine dealer will mean more to you than ever before.

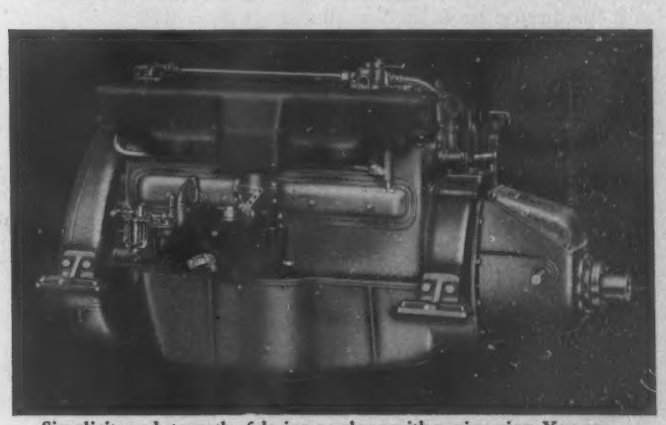
Experienced Diesel Operators Look for these Features:

Fresh water cooling on all models; Thermostatic temperature control; direct injection — no high pressure fuel lines; two-cycle efficiency; "air-blast" internal cooling; blower scavenging; counterbalanced camshafts; oil cooled pistons; valves cooled both by air and water; governed idling speed; electrolysis control.

A Heavy-Duty Gray 100 h.p. gasoline engine with oversize clutch and 3.5:1 reduction gear turns a 30″ x 23″ wheel and drives this 40′ Work Boat at 9.5 m.p.h. This engine is designed for good pulling power at low speeds, with hot manifold, temperature control system, and lower compression, for best results in a heavy boat.

BOTH Boats Driven by a 100 H. P. MOTOR BUT—

A 103 h.p. Gray High Speed gasoline engine on direct drive turns up 3500 r.p.m. on a 12″ x 13″ propeller, and drives this fast 19-footer at 34.5 m.p.h. This engine would be thoroughly unsuited for use in the heavy Work Boat shown above. It has lighter weight, colder manifold, high-lift camshaft, larger valves and higher compression; and it differs basically from the heavy-duty type of engine.



Simplicity and strength of design go along with engineering. You see the evidence of it in the new Six–91, 43⅜″ long, 100 h.p. at 3000 r.p.m. The compactness and accessibility of this Gray Gasoline engine is characteristic of them all.

GRAY

GRAY MARINE MOTOR CO.

656 Canton Avenue, Detroit

The electric capstan, non-skid rubber mat and rakish hand rails pictured here should add both safety and convenience to the frequent chore of picking up moorings and weighing anchors

Rosenfeld

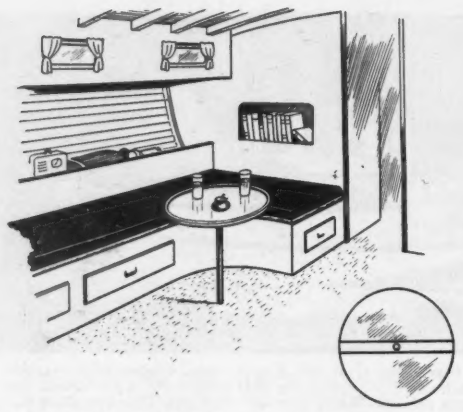
AT HOME AFLOAT

▶Safety and Convenience Forward

Included on the bow of the cruiser pictured in Fig. 1 are several features which will go a long way toward making the frequent chore of picking up moorings and weighing anchors both easier and safer. The yacht is the *Marna*, designed and built by H. C. Grebe and owned by C. B. Hunt.

That fancy chrome gadget on deck which might pass for a radiator ornament if placed on a car, is really the lazy yachtsman's delight — a power capstan developed by the National Electric Windlass Co. The motor is located below with just the drive shaft and winch itself appearing above decks. The plate in the deck leads directly to the anchor cable locker.

The rubber mat is as useful as it is decorative. It should prevent the nasty falls we have all had on just such a smooth varnished surface. But there's really nothing quite so secure as a firm hand hold. Most railings mar the streamlined appearance of the modern cruiser and, consequently, many of us prefer to take our chances with Davy Jones instead. That's why the railings shown here are especially appealing. Being short, present only where they are needed most and rakish in design, these hand grips detract nothing from appearance and add much in security. We also like having the boat hook where it is easy to grab.



A handy drinking table. The batten across the bottom provides strength and a socket for the leg

▶For Bottle and Glasses

Even the teetotalers among our readers will admit that it would be nice to have some sort of easily set-up table to facilitate the task of the amateur bartenders when the fleet is in and yachtsmen row the rounds. The bother of setting up the ponderous table, which so crowds the cabin that it is usually stowed away between meals, has never been known to stop the process. Nor has it ever added to the fun.

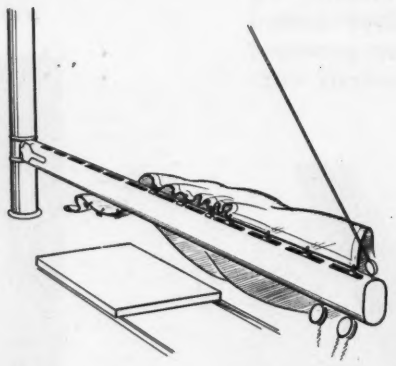
That's why we like the small drinking table which N. L. ("Telly") Telander has on his cutter *Islander*. As the illustration reveals (Fig. 2) this is about 20 inches in diameter and has a single pipe leg to stand on. When shipped in one of the sockets for the regular dining table, it is guaranteed to prove steadier than its patrons and is large enough to hold enough bottles and glasses to satisfy the average gathering. Besides being easily and quickly set up, it has the further advantage of taking up so little space that all the gang can fit in the cabin.

A small batten screwed or glued as shown across the bottom gives strength and provides sufficient thickness for a deep socket into which the pipe can be firmly inserted. A raised rim on the table edge prevents bottles and glasses from slipping off the edge when the going gets heavy. The whole table can be constructed at home and could be even more easily built if it were made square instead of round, as here illustrated.

▶Gadgets on "Reverie"

Here are a couple of gadgets which Carl Frerksen has used with satisfactory results on his 38-foot sloop *Reverie* which hails from Belmont Harbor, Chicago.

The first is a broken track along the main boom, designed to facilitate the bending or taking off of sail. As may be seen in the diagram, Fig. 3, there is a short piece of track for every slide, with gaps in between. To bend the sail on the boom, each slide is put onto its own separate piece of track. To take off sail it is necessary only to release the outhaul, pull forward a few inches until each slide comes to a gap and the entire sail then falls free. Since the sail need not be hauled the full length of the boom to put it on or take it off, less time and effort are needed to complete the operation.



An interrupted track on the boom facilitates the bending of sails and has other advantages

Mr. Frerksen writes that he has used this device for the last four years and found it entirely free from fault. We suspect also, although Mr. Frerksen did not mention having tried it, that the arrangement might prove useful in another way, by permitting the sail to be made loose-footed while running. If this were done, it would be necessary to have an extra strong outhaul and a reinforced grommet in the clew of the sail to withstand the additional stress that a loose-footed sail would exert on these parts. Once these were provided, one could round the weather mark, slack the outhaul until the slides reached the gaps in the track and thereby create a fuller sail. Probably it would be unwise to release the sail in this way if there was any chance of having to sail close hauled during a later stage of the race. It might be difficult to rebend the sail on the boom while racing.

A second device which he has used successfully for the same length of time is a snap button stop for use on light canvas in place of tied yarn. Males of snap buttons are sewn along the luff line of the sail at intervals of 15 inches. Females are attached to light cotton tape, half an inch wide, which is sewn onto the sail far enough in from the luff to contain the entire sail when it is furled (note diagram). Roll or bunch the sail up, snap the male and female parts together and the sail is stopped (Fig. 4). The foot of the sail should be stopped in the conventional way to prevent premature opening. All other snaps hold fast until the sheet is trimmed and then break out easily.

"Reverie's" spinnaker is stopped with snap buttons in an unusually short time

The advantages of this method, according to Mr. Frerksen, are that it is not necessary to stretch the sail out to stop it and that the job can be done faster and with less effort than in the conventional way.

Miami

CRUISING to and from southern ports, every yachtsman recognizes the need of adequate insurance protection, supported by far-reaching facilities. Our connections with strategically located repair yards from Maine to Miami assure policyholders prompt aid in emergency . . . and minimum delay in voyage.

Our policies are backed by over 40 years experience in owning and insuring yachts.

CHUBB & SON

Managers of the Federal Insurance Company and Associated Companies

90 JOHN STREET NEW YORK

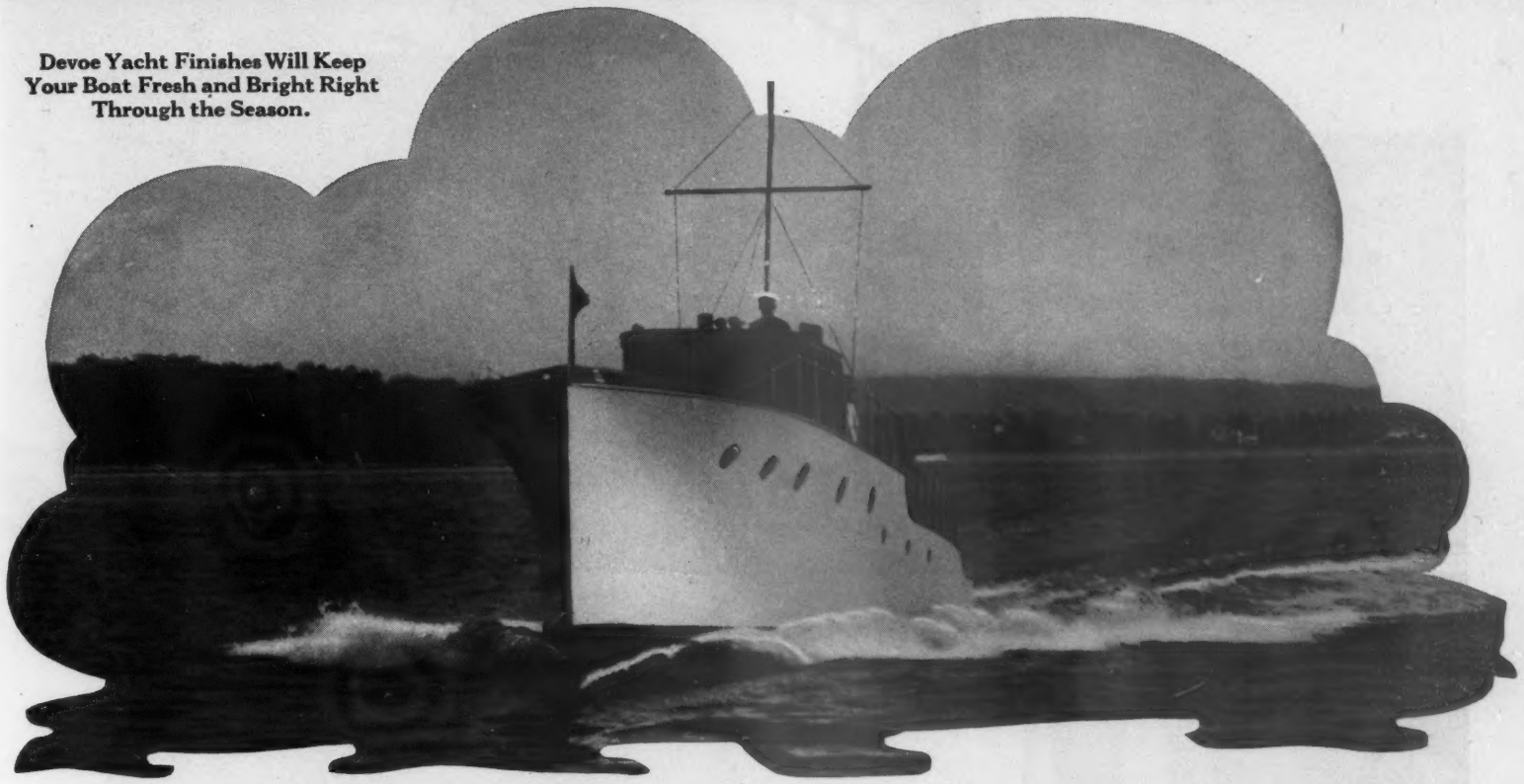
Consult your insurance agent or broker

TED FRUTKOFF - MIAMI

A New High in Yacht Finishes

OUT OF DEVOE Research Laboratories has come a line of new Yacht Finishes—finishes that combine the best of the past with today's great advances in paint chemistry.

Your boat can be the envy of other yachtsmen—with less work and in less time. It can be bright and clean all season through—and end the season practically ready-prepared for re-coating.



The Oldest Paint Manufacturer in the United States Announces a Line of Outstanding, New Yacht Finishes!

DEVOE YACHT WHITE

- True white—won't turn yellow
- Color-fast—all season through
- Stays bright—self-cleaning
- Not discolored by harbor and river gases
- Won't check or crack—easy to repaint, fewer burn-offs
- Easy-working—a pleasure to use—a good job certain
- Quick-drying—consistently good performance

DEVOE HONG KONG SPAR VARNISH

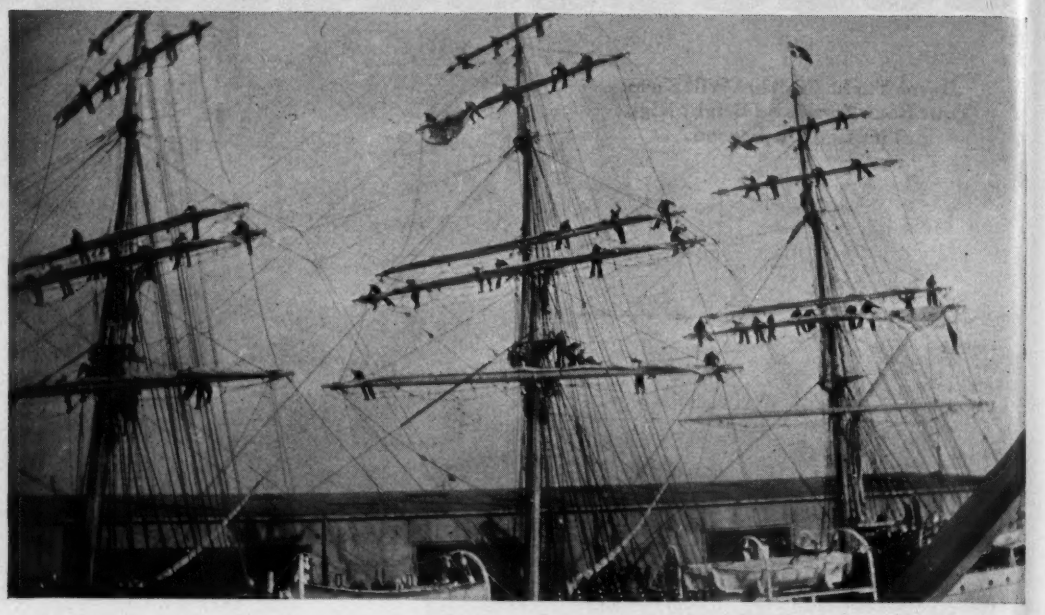
- Deep, mirror-like gloss
- Won't spot white or let wood weather black (less re-varnishing)
- Tough surface—withstands excessive changes in temperatures and continued water submersions
- A pleasure to use...easy brushing, desired body, quick drying
- Foolproof—always gives good results

THERE'S A DEVOE FINISH FOR EVERY SURFACE OF YOUR BOAT

DEVOE YACHT WHITE—GLOSS, SEMI-GLOSS, AND FLAT • HONG KONG SPAR VARNISH
DEVOE DECK AND TOPSIDE ENAMELS • INTERIOR CABIN ENAMELS • ENGINE ENAMELS
BOTTOM PAINTS—ANTI-FOULING AND HARD RACING FINISHES

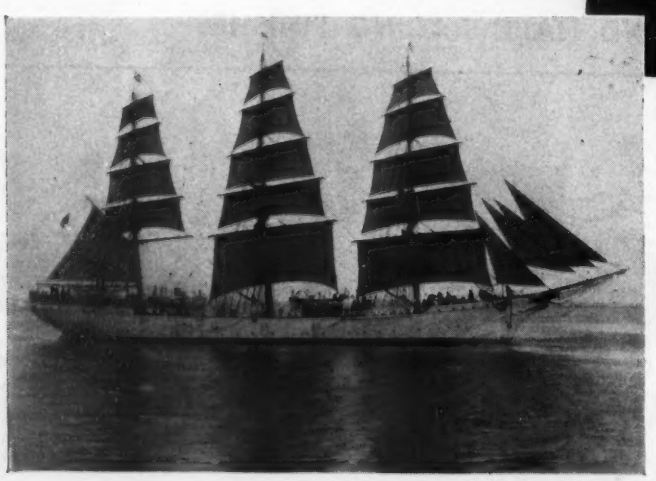
Devoe Yacht Finishes

DEVOE & RAYNOLDS COMPANY, INC., NEW YORK, N. Y.



SEAMANSHIP UNDER SAIL

Above, the "Danmark" as she was moored to the pier, about to get under way. At the upper right, the crew of cadets is aloft casting off gaskets and shaking out sail. At right, center, with a stern spring line to the corner of the dock, the topsails and to'gallants sheeted home, the ship was backed out of the slip before the offshore breeze as the fore yards were swung to boxhaul her around until she pointed down stream. At bottom, with fore yards braced around, headsails run up and everything full and drawing, the stern spring was slipped and the ensign dipped in a farewell salute.



In a visit to Charleston, S. C., a year or so ago, the captain of the Danish training ship "Danmark" gave an exhibition of seamanship reminiscent of the old days, when he got his ship under way from alongside a dock without the aid of a tug. How many are left who could do this today, we wonder. The photographs are by Charles G. Davis, a yachtsman who spent several years in square rig.

An Improvement...

OIL as MODERN as the BOATS of TOMORROW

...and

modern engines need modern oil for MODERN PERFORMANCE

●Years ago when marine engines ceased to be one-lungers and first became "modern," new lubrication problems presented themselves. *Duplex was the first oil which solved them!*

Today, modernism has progressed to engines of higher and higher r. p. m.—to engines with ever-mounting compression ratios—engines of greater horsepower but no greater size. Again, an improved oil is needed to provide a satisfactory margin of lubrication safety in modern marine engine performance. *Again, Duplex is the first to provide it!*

Exhaustive tests* have demonstrated that this new Duplex Marine Engine Oil overcomes most of the trouble caused by the common hazards of sludge, varnish and corrosion... that it is the *best* and *cheapest* oil *you* can possibly use in *your* boat. Quaker State Oil Refining Corporation, Oil City, Penna.

*This work was conducted at the Research Laboratory of the Quaker State Oil Refining Corporation. Engine tests were run under the supervision of Quaker State engineers and chemists with the collaboration of engineers of the Pittsburgh Testing Laboratory. These engineers from an independent laboratory were invited to cooperate in this work to assure completely impartial judgment of the merits of the oils which were tested.

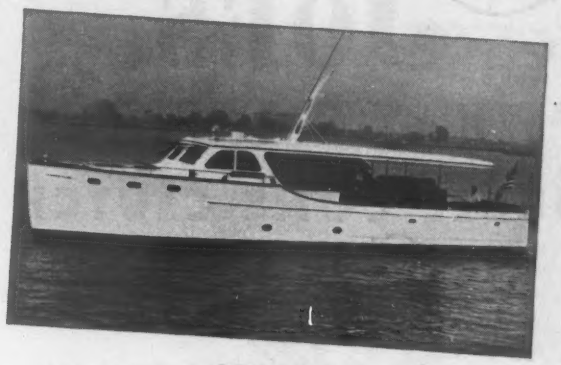
Duplex Marine Engine Oil is scientifically refined from pure Pennsylvania Grade Crude Oil for service afloat

MEMORABLE YACHTING OCCASIONS

A plain, everyday, non-writing skipper visits the Tahiti Yacht Club

ACE

6-cyl. 3-1/8 x 4-3/8—201 cu. in.
48 B.H.P. at 1600 R.P.M. to 85 B.H.P. at 3200 R.P.M.
Reduction Gears Available—1.43; 1.95; 2.56; 3.46; 4.91
Vee Reductions Available—1.43 and 2.05



CROWN

6-cyl. 3-3/8 x 4-1/2—241.6 cu. in.
60 B.H.P. at 1600 R.P.M. to 110 B.H.P. at 3200 R.P.M.
Reduction Gears Available—1.43; 1.95; 2.56; 3.46; 4.91
Vee Reductions Available—1.43 and 2.05

BETTER THAN EVER FOR 1941

ROYAL

8-cyl. 3-1/4 x 4-7/8—323.5 cu. in.
76 B.H.P. at 1600 R.P.M. to 143 B.H.P. at 3200 R.P.M.
Reduction Gears Available—1.43; 2.03; 2.51; 3.17; 4.48

EFFICIENT POWER FOR EVERY TYPE BOAT from a HIGH SPEED 16-FT. RUNABOUT to a MEDIUM SPEED 100-FT. TWIN SCREW CRUISER

IN 1941 Chrysler Marine Engines—the Ace, the Crown, and the Royal—will be available with larger reduction gears permitting Chrysler to power twin screw medium speed cruisers up to 100 feet in length.

These engines will turn propeller wheels as large as 40 to 42 inches in diameter, with 38 to 40 inches of pitch, 350 to 400 R.P.M.

The economical and outstanding performance of the Ace and the Crown with 3.46 to 1 reduction gear, and the Royal with 3.17 to 1 reduction gear for boats up to 70 feet, created a demand for Chrysler power for larger boats. Chrysler now offers the 4.91 to 1 reduction gear for both the Ace and the Crown and the 4.48 to 1 for the Royal.

There are many outstanding features found only in Chrysler Marine engines. But a few are Superfinished parts, tool steel exhaust valve inserts, water pumps with double drive shafts, automatic take-up on reverse and specially shaved reduction gears.

In 1941 Chrysler will adhere to its long established policy of producing three engine models only, each available with a wide range of reduction gears, to give the buyer a high quality product at lower cost than is possible when many different models are manufactured.

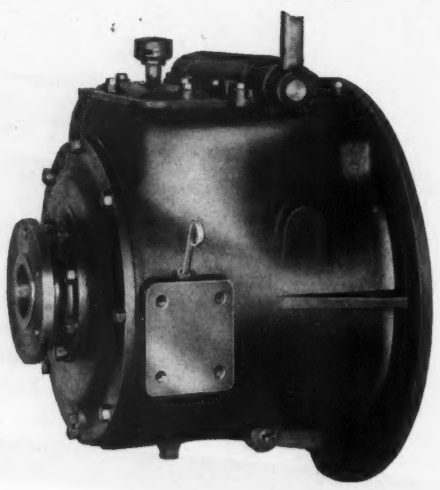
Chrysler Marine engines provide the finest possible performance at the lowest possible cost. If you are building a new boat or are repowering your present boat, be sure to investigate. See Chrysler first.

★ Chrysler MARINE ENGINES ★

JOES
HEAVY DUTY
DOUBLE CONE CLUTCH
GEARS

THE NEW FLEET of powerful, high speed MOTOR TORPEDO BOATS is equipped with Joes Heavy Duty Gears — double cone clutch — full power — full speed — 100% reverse — **low center of gravity.**

JOES GEARS transmit all of the power

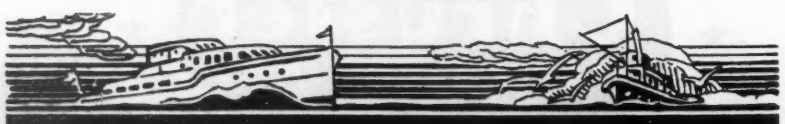


U. S. Navy and Coast Guard are using in large quantities several sizes and types of Joes Gears.

Joes Gears offer a full line of reverse and reduction gears, including Joes 100% reverse. Joes Gears have been universally adopted because (1) drive direct through clutches instead of through locked pinion gears (patented); (2) lock tightly to crankshaft instead of driving through loose splines (patented).

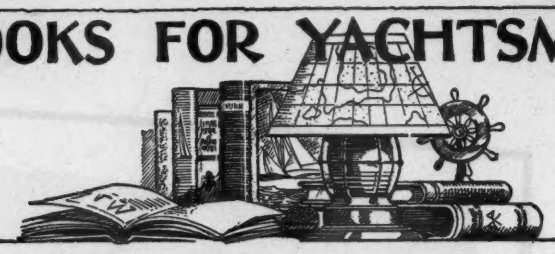
SNOW & PETRELLI MFG. CO.

21 Fox Street, New Haven, Conn.



Joes REVERSE AND REDUCTION GEARS

BOOKS FOR YACHTSMEN



HURRICANE'S WAKE

By Ray Kauffman

(Macmillan Co., New York, $3.00)

▶ When I picked up "Hurricane's Wake," by Ray Kauffman, and found that it was the tale of a voyage round the world on a 45-foot ketch I said, with diluted interest, "Uh! Uh! Another of those books!" I knew what to expect — the gale right at the start; the Panama Canal; the Galapagos (not omitting the muddled story of the Utopian murder — or murders?); the consumptive Marquesans; and then Tahiti — I mean TAHITI!!! And so on, and so on, through chapters dealing with coral reefs, atolls, green islands, hibiscus blooms behind pretty ears (but not much description beyond that!); the charming disposition of the natives; typhoons; near shipwrecks; cannibals — the romantic mixed grill already served a score of times in other books on the same subject. In other words, I started "Hurricane's Wake" expecting to pick out the high spots, gloss the rest and so get down to Mr. Hemingway waiting patiently next on my list. Mr. H. had to wait — Mr. K. was something different. Mr. Kauffman was some*one* different, that's the truth of the matter — the keynote of this yarn of a not unique voyage.

It takes courage and a fine determination to circumnavigate the world in a small ship but, to my mind, it takes a greater courage, a finer determination to admit in print that although your ship-borne life revolves upon the wind and salt water, the occasional comforts of wine and women are vitally necessary to that revolving. Sailor Kauffman has the guts to say so with a not too faraway subtlety. He, and his good crew Gerry, tried the free life of a South Sea island — complete with native wives — and approved it; they revelled in the gullet-aching hospitality of the "Clubs" with the avidity of true salts; and they enjoyed the company of strange, solitary white men scattered across the world. (How well the author sketches these characters!)

But, most of all, they loved the sea and the wind and the joy of sailing; the loneliness of ocean days, a lonely, detached, "another planet" sensation that even flying, or mountain peaks, cannot give. Then, just to complete the circle, they loved a landfall and its chancy promises.

▶ As I mentioned before, I expected to skip through the book, and I didn't. I wish it had lasted longer, that the author himself had not skipped from Cape Town to Mobile Bay in ten pages. Maybe the three-year voyage had dampened his enthusiasm but, on the last page, as he describes the sighting of the last landfall, he adds a paragraph surely refuting such sentiments. Sadly he writes: "I dreaded the next move into the regular pattern of life with its limited horizons. I would miss the many little sounds the ship made underway, protesting the heavy weather, groaning in a calm or singing her way along in the fresh trades with the wake gurgling in contentment. I would miss the smell of the alcohol priming the stove and the smell of coffee floating out of the companionway when the eastern sky was strewn with the golden fleece of sunrise."

That, to me, does not sound as if he were tired of it all. Perhaps he was just tired of writing — a natural enough fatigue for a sailor, God knows! Perhaps he was in a hurry to go sailing again, and that wouldn't be strange, for, if anyone ever had "a wind in the heart of him, a fire in his heels," it is Ray Kauffman. Good sailing, Ray, and may your next book be as well and entertainingly written as "Hurricane's Wake!"

GEOFF OWEN

PRIMER OF NAVIGATION

By George W. Mixter

(D. Van Nostrand Company, Inc., New York, $4.00)

▶ George Mixter's long awaited "Primer of Navigation" proves to be most modestly entitled. While it is a primer in the sense that the subject is simply described and succinctly stated, this 328-page volume is, in fact, a compendium of all the information that is essential to the piloting and navigation of a yacht or other vessel.

Equally commendatory is the fact that the author has confined himself to the modern, simplified methods of celestial navigation and has rigor-

ously excluded discussion of such confusing elements as sidereal time and the right ascension of heavenly bodies. As he says himself, "The methods for computing the results of celestial observations taught in this 'Primer' are the simplest and best at present available and are sufficient under all circumstances. Mention of other methods is for the information of the student when in contact with older navigators or when reading other books."

The quotation, particularly the latter part of it, is sufficient to exemplify the sensible approach of the author to his subject. Owner of the famous schooner *Teragram*, George Mixter is a navigator of wide and painstaking experience. His idea of terrestrial bliss in an ocean race or cruise is to stay below in his chartroom and work sights of the celestial bodies as rapidly as an untiring crew of sextant wielders can take and hand them down to him.

▶ The author's practical handling of his subject extends to the many illustrations and diagrams which accompany his words. Many students find it difficult to comprehend the circular diagrams which conventionally accompany explanations of the problem of relative time in different longitudes. For such persons the book provides miniature reproductions of the Mercator chart of the world as an alternative to the circular diagrams.

For beginners an inherent obstacle to the identification of stars and constellations lies in the fact that the orthodox star chart seems to be reversed — *i.e.*, east is to the left and west to the right. Only by facing the south pole and holding such a chart overhead can the novice make it conform to the orderly procession of stars that he sees. But the "Primer" illumines the road to learning by providing a star chart in reverse, so that, studying it, the student finds such a familiar star as Arcturus marching ahead of Vega exactly as he expected it to do. Further to clarify this perplexing subject, the book contains twelve additional charts which may be regarded as reflections of what an observer in mid-northern latitudes sees of the heavens. Dates and local times are provided so that it is easy for the student to identify the stars which meet his eyes on any clear night of the year.

▶ Simplified forms for working sights have been prepared by the author and, contributing particularly to the value of the Primer is its inclusion, by permission of the Hydrographic Office, of the 211 tables. The practical value of these appendices is that the owner of the book, having supplied himself with a "Nautical Almanac" of current date, has at hand all the literature necessary both for learning how to find his position at sea and for actually finding it.

The "Primer" contains, moreover, essential information about the United States system of lights and buoys, about rules of the road, about navigational use of radio aboard ship, and about virtually every other topic on which the navigator should inform himself. This reviewer, thoroughly delighted with Mr. Mixter's book, recommends it as the most complete and the most easily understandable interpretation of the art of navigation that has yet been published.

ALFRED F. LOOMIS

AMERICAN FIGUREHEADS AND THEIR CARVERS

By Pauline A. Pinckney

(*W. W. Norton & Company, Inc., New York, $4.00*)

▶ To those who are interested in American art, "American Figureheads" will be as engrossing as to marine enthusiasts. For the evolution of the figurehead carver's craft in this country marks a definite period, not only in the development of boatbuilding but of a form of art adapted to the utilitarian culture of an adolescent nation. Apparently, figureheads had been a standard form of decoration as far back as in the days of the earliest floating vehicles. Primitive superstition and the first outcroppings of a human desire for ornamentation had found its outlet in figureheads; the Chinese junks, the Greek and Roman galleys, and the Viking ships all were led by the lucky eye or the pointing hand or the menacing leer of a fierce head. The American figurehead, therefore, creditably represented the peak of an art that began to die with the advent of steel and iron in ship construction.

Miss Pinckney, in an able synopsis and the first complete work of its kind, gives us a cross-section of American figurehead carving. The book is profusely illustrated with examples which make understandable her enthusiastic appraisal of the craft. But, going deeper than mere appreciation, her appraisal reveals a hint at an epoch in American art. True, figureheads were essentially just part of ship construction but the spirit, aptness and practicability of the figurehead played a large part in the successful running or popularity of wooden ships of the eighteenth and nineteenth centuries. Even the realistic U. S. Navy, for a whole century, required figureheads on its ships.

YEAR of PLENTY for Boat Owners!

Ahoy, America! Here comes the 1941 W-C CATALOG (ready January 15), overflowing with good news and scores of new gadgets! All the improvement and streamlining of standard W-C Fittings—all the W-C boating accessory innovations—have been thought out in conference room and factory for one single purpose—to make *your* 1941 season more complete and economical, to give *you* greater comfort and safety! And—like a "horn of plenty"—the W-C CATALOG spreads 8,000 items of marine hardware before you in words and pictures, so that you can pick and choose in the quiet of your fireside, and buy from the nearest W-C dealer at your convenience! . . . . P. S.—Send 25c to cover handling costs and we'll mail *your* 1941 W-C Catalog "just off the press!"

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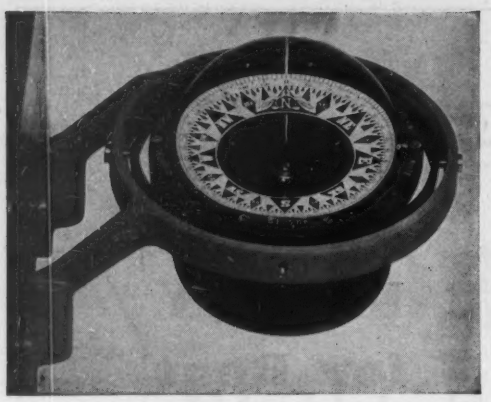

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for 5-inch compasses, permit instant transfer of the compass to two or more stations, without the use of tools. Non-magnetic bronze; attractive finish. The hit of the season. Double mounting bracket, two sets of sockets, and 5-inch lighted flat-top compass, $40; with spherical compass, $75.

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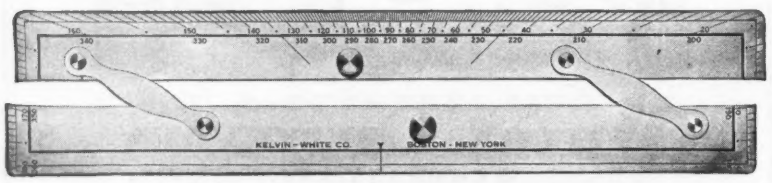

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▶ For two reasons, a study of American figureheads is not only interesting but culturally important. The figurehead was a symbol of the pride of early America in her ships, and it was a form of art craft which appealed to the pioneer instincts of utilitarian culture. Young America was particularly fortunate in its shipbuilding, through her heritage of British marine accomplishments and through the plentiful supply of and easy access to timber.

It was natural, therefore, that American figurehead carvers should have perfected that particular art beyond the skill of the craftsmen of other countries. Master-craftsmen rose to fame and fortune — men like Simeon and John Skillin, of Boston; William Rush, of Philadelphia; Samuel McIntire, of Salem; and so on down the line to contemporary William Robertson. Today, there are no figure-head carvers as such — even Robertson works at the craft merely as a side line — and those craftsmen who perfected their art represent a form of American culture of which this country may be justly proud and which can never be replaced. For, though figureheads were used by ships of all nationalities, the carvers of America maintained a distinction of style and subject matter which set American figureheads apart from the stereotyped examples of other countries. Perhaps those craftsmen of early shipbuilding days may be compared to the commercial artists of today who unconsciously create an epoch in American art. Some day Skillin and Rush may be honored beside Gilbert Stuart and Winslow Homer.

All of which comes out in Miss Pinckney's book with a clearness unhampered by its close addiction to detail. Though figurehead carving itself was essentially an art, it must be remembered that a figurehead without a ship was awkward and irrelevant. Marine enthusiasts, therefore, will find the book of interest in its comprehensive study of figurehead carving in relation to early shipbuilding. P. AKANA

DOCTOR DOGBODY'S LEG

By James Norman Hall

(*Little, Brown and Company, Boston, $2.50*)

▶ Not since Marryatt's "Pasha of Many Tales" or some of the yarns spun in "Peter Simple" and "Midshipman Easy," has this reviewer read such a set of lusty, Munchausen-like tales as the ten that are told here. The scene is laid in the Cheerful Tortoise, an inn in Portsmouth kept by one Will Tunn, and the hero and chief yarn spinner is Surgeon Dogbody, a veteran with fifty years' service in His Majesty's Navy. The ten yarns tell how he lost his leg and each one is entirely different from all the others and just as circumstantial — your really good yarn spinner is careful to give all details and every bit of local color. And, surprisingly enough, each yarn is backed up with some curious relic.

The book has an authentic eighteenth century flavor, entirely unlabored, and contains as gorgeous a set of tall tales as has appeared in print for a long time. Mr. Ostiff, engraver of charts to the Admiralty, remarked, testily: "The man must be the very king of liars." To which Gunner Ned Balthus, who had heard the Doctor tell the tale a dozen times and never twice the same, replied: "My belief is that *all* his tales are true. . . . If ever a man lost his leg in some strange way and survived the loss miracle-fashion, as ye might say, that man is Surgeon F. Dogbody. There's nothing humdrum about him. If he no more than spits to leeward he does it with an air of his own."

A YACHTSMAN'S COAST PILOT

By H. S. "Skipper" Smith

(*Harcourt, Brace and Company, New York, $4.50*)

▶ The sub-title explains that the book is "Arranged in the form of four cruises to the New England Coast and to the Chesapeake." The book is illustrated with reproductions of portions of the regular government charts, some on a smaller scale than the originals, a few enlarged. It is based on the author's extensive cruises along the coast and is full of meat. The author remembers that the majority of cruising men have only a limited amount of time at their disposal and that they must make the best of that time.

He says, truly enough, that cruising may be done in almost any vessel having reasonably satisfactory living accommodations and that almost any type of hull will do, provided that it does not run to extremes. He is strong for having auxiliary power, saying that a reliable power plant doubles or triples the cruising radius of the average sailing craft.

The first cruise takes the voyager from New York to Martha's Vineyard and Nantucket; the second from New York to Portsmouth, N. H., and return; the third to Northeast Harbor, Maine, and the fourth to the

You can't buy a better boat!

Above—The new "34" Sport Cruiser is the last word in smartness. Sleeps 4 with an extra large aft cockpit for fishing or day cruising. Navy top is removable—equipment is most complete. Matthews top quality at $5990 and up.

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Above—A brand new model—the "38" Standard Sedan sleeps 6—has 10½ foot deckhouse—twin bed owner's stateroom—dinette to sleep 2 opposite galley—2 more in deckhouse. One of the most popular models ever developed by Matthews.

WHEN YOU SEE the new colorful interior styling of the 1941 models you'll be agreeably surprised at the modern smartness, the harmonizing color scheme and the greater roominess throughout. You'll rave about the new deckhouse arrangement—the new windows and Monel screens that slide at the touch of a finger—the new folding cockpit steps—the new type helmsman's seat and foot rest—the new pull-out bed—the greater visibility from the wheel and dozens of other features.

Add all these to the husky, level running Matthews hull—the product of 51 years of boat building—the smartly streamlined running lines—the completeness of detail—the famous seagoing qualities and the world-wide reputation of Matthews—and you have the ultimate in cruisers.

You'd think such a cruiser would cost a fortune—yet check over our price list and you'll have another agreeable surprise.

We'll gladly send you complete circulars on any of the above models.

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For 1941

THE

BARNACLE

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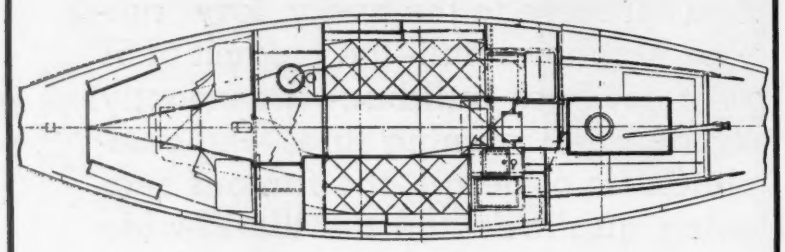
4-CYLINDER ALDEN SPECIAL GRAY MOTOR



CAREFULLY designed and planned to meet the rigorous requirements of the modern yacht owner. Building at Reid's Yard, Winthrop, Mass., of high grade construction, including bronze plank fastenings. Thoroughly supervised by the designer. Real cruising comfort for four in two cabins — full headroom. Well equipped and devoid of useless gadgets and "in the way" innovations.

Conceived and tried out to the complete satisfaction of her owners and her designer in 1940. The BARNACLE promises to be *The* design of 1941.

Continued for 1941

31′6″ MALABAR, JR. — 36′6″ COASTWISE CRUISER
42′ OFF SOUNDINGS

JOHN G. ALDEN

131 State Street, Boston
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Chesapeake. The first cruise is scheduled to be completed in a fortnight, the others take three weeks each. In every case, there are descriptions of many harbors along the way, with the author's comments on the port, the local yacht club and notes on where to obtain supplies or have repairs made if necessary. He is frank enough to say, for instance: "This is no run for a foggy day when you cannot see the buoys." Or, "After you have exhausted all the shore possibilities, it is well to get out and lay overnight in another port." . . . "While a pleasant enough place, it is too near a large metropolitan center to contain many attractions for the visiting yachtsman" . . . ". . . has been stated to possess 'charm' but its nature has never been familiar to the writer." . . . "The yacht club is exceedingly hospitable to strangers. The club does not maintain tender or restaurant service but the steward in charge is most courteous and helpful and will telephone for ice or other supplies." . . . "The club is hospitable to visiting yachtsmen." . . . ". . . one of the few clubs where the decently behaved yachter may go ashore in a real yachting 'uniform' (dungarees and an old sweater) without embarrassment."

Many little gunk holes are described and sailing directions for entering are given. The book is not intended to replace chart and Coast Pilot, merely to supplement them, being written for the man who cruises in a small yacht and not for the skipper of a deep draft commercial vessel.

"Skipper" Smith is the author of "The Amateur Seaman."

JONAH'S ARK

By Roland Barker

(*Carlyle House, New York, 1940, $2.50*)

▶ With the old windjammers little more than a memory in this day of steam and speed, one has to look far before finding a new tale about these huge sailing ships which captures a genuine feeling of the sea, the ships that sail it, and the men that serve aboard them. Roland Barker, son of a famous master of square-riggers and a veteran, in his own right, of many windjammer voyages around Cape Horn and elsewhere, is one of the few writers today qualified from first hand experience to write an authentic tale about the last grand days of sail.

In his latest novel, "Jonah's Ark," you will join Captain Bentley and 27 seamen aboard the *Lurlei*, last of the square-riggers on a voyage from New York to Honolulu by way of Panama. You will live in this ship in a little world all its own in which the conflicts of the larger world are reenacted in convincing fashion. You will meet Adam Abelstein, a miserable but courageous little Jewish tailor who shipped on this last great sailing ship, only to be despised, hated, and considered a Jonah by the rest of the crew. You will follow the voyage into the tantalizing doldrums, the furious storms, the blazing heat of the Pacific, where the hatred of the crew, already smoldering from bigotry, superstition and man's too frequent tendency to persecution, is fanned to greater violence by the elements. You will meet Captain Benfield, one of the few sane men in a world going mad — sane only because he refuses to be swept into the vortex of unreasoning terror which threatens the ship.

▶ Though the plot may be conventional and the ending a little weak, the yarn is engrossing enough to make good reading. While not a great book, it is, for even the landsman, a good one.

The book's real attraction, however, lies in the realism of the descriptions of life aboard ship. The gales, doldrums, unbearable tropical sun and the tantalizing suggestions of wind which come closer to driving the crew mad than they do to propelling the ship, are not things which you will merely read about but which will be lived as though the reader himself had signed aboard. The romance of a sailor's life is also captured. The thrill of a brisk following wind, and of battling the elements, and the feeling of awe inspired by being afloat in what seems like a tiny ship when surrounded by the immensity of a huge ocean, are all as much a part of this book as the words that tell about them. *Jonah's Ark* is nothing if not an authentic picture of a fast closing chapter in man's eternal battle with the sea.

R. N. B., JR.

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MR. GEORGE HUMPHREY'S beautiful "Owl" is one of the newest and smartest craft afloat. *Newest* . . . there are only six of these Voyager yawls in existence today. *Smartest* . . . the finish is Du Pont DULUX. "Owl's" gleaming whiteness is brilliant testimony of the beauty of DULUX.

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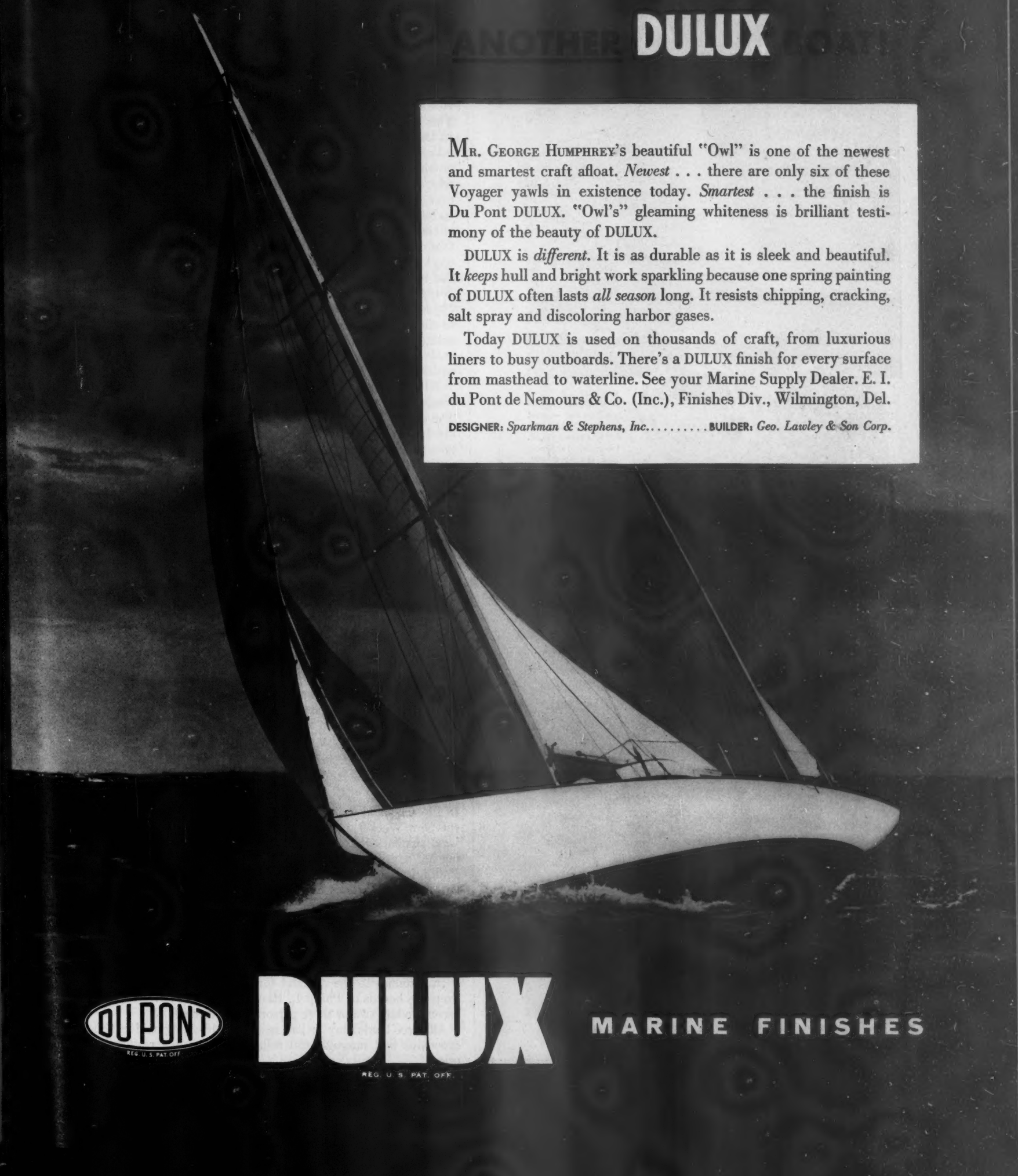

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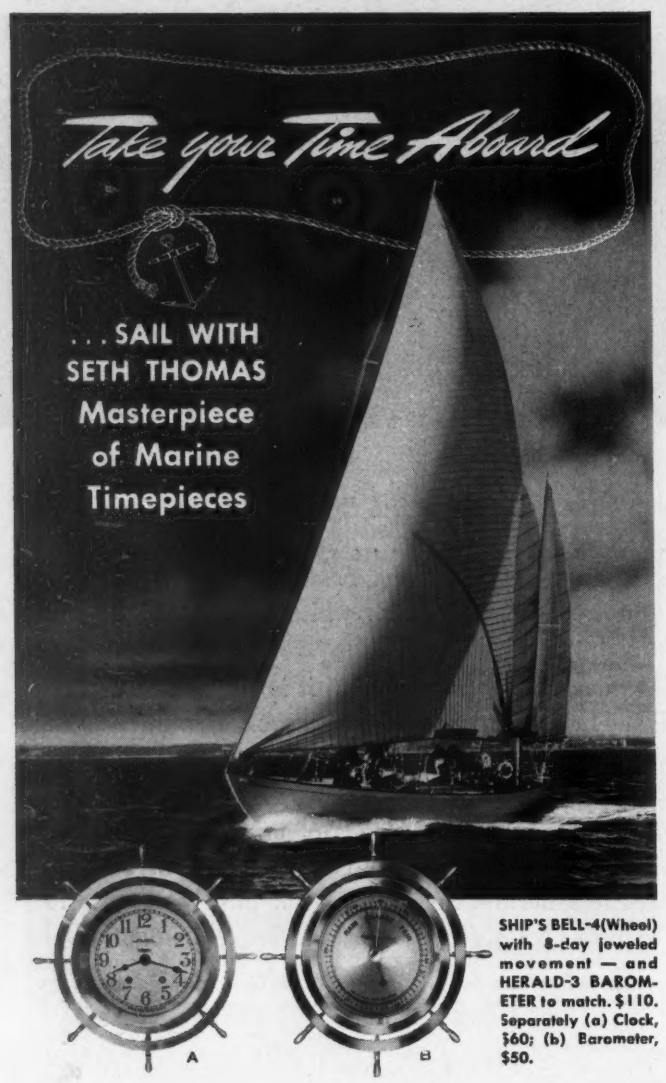

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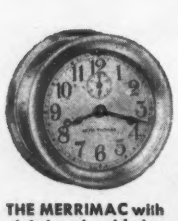

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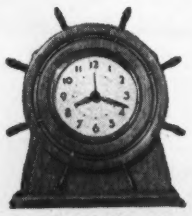

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MERRIMAC WHEEL with 1-day ship's bell strike movement. Hinged bezel. $25.00.

SETH THOMAS CLOCKS

SELF-STARTING ELECTRIC OR KEY-WOUND

TANK NOTES ON STAR BOATS

(Continued from page 62)

sharp wave profile is formed by the sudden release of the water as it passes from under the chine. The sudden removal of the restraining surface, above each portion of the water, results in an immediate acceleration of the particles in an upward direction, giving rise only to the pure up and down vibration that is seen as the well-defined wave profile of a sharp-chined boat. With a round chine, on the contrary, while the acceleration at corresponding depths is the same, the direction of the acceleration is constantly changing as the water rises to the surface. And there is a tendency for this rotating direction of acceleration to create horizontal vortices whose axes of rotation are parallel to the chine. The effect of this rotating mass of water is to demand more energy from the hull. The direct result, of course, is an increase in resistance. So, while there is an apparent decrease in the waves formed by the hull, the unnoticed whorling is actually increasing the wave making resistance of the boat.

Round chines add another complication to getting speed from a hull. This bad feature is an extension of the range in which burble will appear. In the wake of any transom-sterned boat, a severe agitation of the water may be noticed, an indication that a breakdown is occurring in the flow of water under the boat. When water is released from the transom properly, the burble that means an increase in resistance is not present. However, it is possible to run without burble only above and below definite speeds, the range depending on the lines of the boat. But, also, the shape of the chine has some effect. With a square-chined Star, it is safe to say that the burble will appear at about 5 knots and run clear aft at about 6½ knots (when the boat is upright and on the designed trim). Increasing the bilge radius to 3 inches, on a Star, increases the burble range by dropping the lower limit to 4½ knots and by raising the upper limit to 7½ knots. Also, a model with round chines, when running heeled, begins to climb out of the water forward as the speed increases, the round chine acting as a flat surface on which the model tries to plane. To complete the analysis, it is necessary to go back to sharp-chined heeled models, in which the burble range is from 4½ to 6½ knots.

With the sharp-chined models, there was no indication that the bow tried to rise, a further proof that the sharp entrance angles are imperative. The easiest way to decrease the burble range is to trim the boat by the head and, conversely, the handicap of a trim by the stern is that it will cause the water to break away from the transom at speeds lower than normal. Under all conditions except that of a rounded chine, the burble range increases by dropping the lower limit; the upper limit is quite constant, being 6½ knots. Interestingly, that is approximately the speed at which some styles of Star hulls show the first signs of planing.

In summary, it can be said that many Star boat owners might have had a faster boat than the standard Star because:

1. The fore and aft contour of the boat had been flattened and a large decrease in resistance accrued.

2. The boat was sailed down by the head, at least while running, which would give a 12 per cent decrease in the power required to drive her.

3. Square chines might have been used, which mean a decrease in resistance.

Although this work was done directly on Stars, the information is also applicable to other types of square-chined boats. But it must always be remembered that, even though a skipper have all the information in the world and his boat has an enviable heritage from designer and builder, the combination must sail hard to be a winner.

Abbott Boats for 1941

In 1941, Donald B. Abbott, of New York City, will add two newcomers, the New Week-Ender and the Visitor, to his line of small and moderate sized auxiliaries. The original Week-Ender has been discontinued. Replacing her as largest of the fleet will be the New Week-Ender, designed by Philip L. Rhodes of Cox & Stevens. Approximately 39′ over all and with accommodations for four, she is 4′ longer than her predecessor and embodies numerous refinements.

Next in line is the Over-Niter, designed by Charles D. Mower, and having an over all length of 31′ 4″. First offered in 1939 and altered in 1940, she will continue in 1941 without further change. Optional layouts accommodate three or four, as desired.

In response to the demand for a still smaller boat comes the Visitor, from the boards of Philip L. Rhodes. She is 29′ over all and designed to accommodate two or three persons, as preferred.

All three boats may be had in so-called Seadog models which eliminate expensive and non-essential refinements, with a resulting reduction in price.

WALLOWING ACROSS THE GULF STREAM

(Continued from page 49)

been a signal, the weather now began to clear. Bob and I took our place on deck, sextant in hand, and waited for a shot. None came until noon, when we were both lucky enough to get good meridian altitude readings *which agreed*. Just in the nick of time, too, because it clouded over again.

We must have been extremely tired because we had the greatest difficulty trying to work that simple sight without making mistakes; when we finally came out with latitudes only a mile apart, we decided to call it a day.

So far, so good, but a latitude is not a fix and, in shooting for a speck in the ocean like Bermuda, it is risky business to assume a longitude which may be miles out. If we should miss it and *then* run out of gas, we would be in a pickle indeed. From the look of the sky, one could see there was little hope for any afternoon sight.

In this fresh predicament, I hit upon what seemed to me a brilliant idea. It was the method used by most seafarers before the days of chronometers. We knew that we must be still to the westward of Bermuda. We also knew our latitude exactly. What I proposed to do was to head south (true) and run down our latitude to that of Bermuda (by log), then head east (true) and proceed on that course until we raised the islands.

Bob saw the point at once and we called Skipper down and laid the proposal before him. And now we discovered the difficulty in having a non-navigating captain for Skip could only see that we were short of gas and ought to go the shortest way. However, we finally convinced him that in this case the longest way 'round was the safest, since we would surely run out of gas if we went the short way and missed.

At all events, we were as anxious as anybody to get to the islands so veiled threats did not have much effect. I realized that they came chiefly from a bad state of nerves — unaccustomed hardship and danger and a sense of having been let in for something grim when one thought one was going for fun — but still that type of mind is hard to understand. I suppose those are the people who make trouble in a shipwreck or an open boat.

We reached the latitude of Bermuda shortly after dark and changed course to east (true). I hoped that we would raise Gibbs Hill Light before morning but, when I turned out for the mid watch, it was not in sight. The night passed and morning came. It dawned bright and clear, with a moderate southerly breeze and a smooth sea. Meanwhile, gas was getting low. One tank had been finished the previous afternoon and we had only a few inches left in No. 2. For the first time, I had serious misgivings. Suppose we had gone past Bermuda in the night! It did not seem as though we could have missed the light but I remembered one time when the sea was calm, as though we were passing through the lee of land.

It was with considerable trepidation that I went up with Bob to take the morning sights, a feeling not at all lessened by the looks on the faces of the crew. They had the air of men obliged to put their faith in something they did not trust — which, I suppose, was just about the fact. We took a row of shots but, when we came to compare altitudes, they did not at all agree. Whether it was fatigue or excitement — or a combination of the two — I do not know but it was plain this would not do. Time was passing but, still, it was vital that our results agree. I had faith in my own shots but, since Bob was the navigator, that did not avail. So we came back to take some more and this time there was no disguising the tension. I shall not forget the silence when Bob and I each called "Time!" within a few seconds of each other and then looked to read our altitudes. Or the relief when they were only seconds apart!

Skipper had been noting the times and his face was drawn as he handed us the notation. We had the cabin to ourselves but, try as we might, we could not get similar results. We were using the old time sight method — this was before the day of Marc St. Hilaire — and the formidable computation was more than our weary brains could cope with. Tables of figures swam before my eyes and I would forget a number before I could write it down. Then Bob suggested that we exchange papers and hunt for each other's errors. This finally worked. Our sights agreed and put the ship still some twenty miles west of Bermuda. We had been much farther west than either one of us suspected. If we had attempted to lay a course from the assumed position of the previous noon, we would have missed the islands completely.

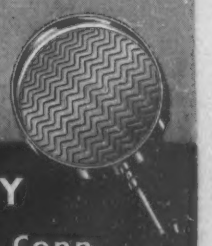
Though it settled all doubts, our report was greeted without enthusiasm as the gas by this time was extremely low. However, a bright sun and fine weather had had their effect and spirits on board *Maribel* were slowly rising. But I was not satisfied till we got a meridian altitude and found ourselves in the exact latitude of Gibbs Hill.

We raised the land shortly after noon and made a circuit to avoid the reefs extending westward from Bermuda. By three o'clock, we were off St. George's and it was not long until *Maribel* tied up to a dock in that picturesque old harbor. We learned, then, that we had passed through the fringe of a hurricane and that our ship had been given up for lost.

It's a fact! Eighty-four percent of the yachtsmen in the 1940 Vineyard and Off Soundings Races wore Top-Siders for certain footing on the pitching, slippery decks.

Top-Siders were designed specifically for positive, safe footwork on any wet, dry or heeling deck. The patented Top-Sider sole assures unfailing contact under all conditions. That's why thousands of leading yachtsmen, their crews and their families choose Top-Siders. Obtainable in oxford, moccasin and boot styles at leading outfitters. *Write for FREE Booklet B.*

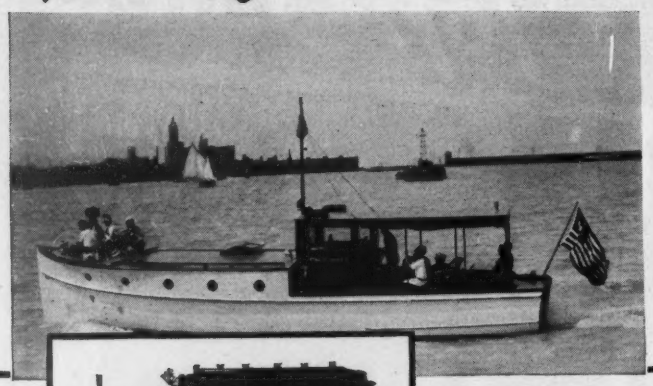
3,700 rubber wave grippers open up in action and hug the slipperiest surface with amazing tenacity.

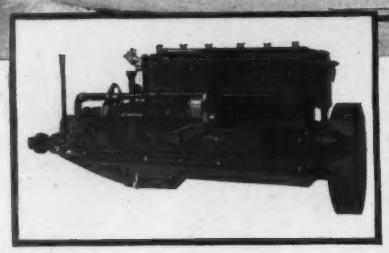


SPERRY SHOE COMPANY
252 Park Street New Haven, Conn.

Skipper of *PAL-O-MINE II* says:

"Red Wing really performs"



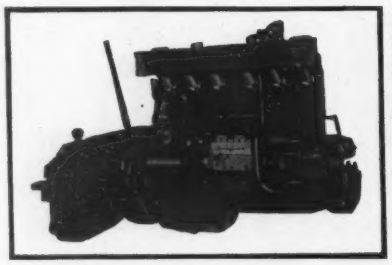


Red Wing BB-Six, model illustrated, is a 6-cylinder, 4-cycle, 60–85 h.p. engine, with a 4½" x 6" bore and stroke, and 573" displacement. 20 other popular models, 4 to 125 h.p.

MR. A. E. GUNDELACH of Chicago, Illinois, owner and skipper of the 40' Cruiser "Pal-O-Mine II" is highly pleased with his power plant, the 6-cylinder Red Wing engine. Says Mr. Gundelach, "I have never touched my Red Wing engine in the seven years I have used it, and it has always performed 100%."

There are thousands of equally well-satisfied boat owners like Mr. Gundelach plying the seas, lakes and rivers of the world in Red Wing powered boats, both pleasure and commercial.

If you are planning power for a new boat, or re-powering your present craft, you owe it to yourself to find out about the sturdiness, dependability and economy of Red Wing engines before you make your selection. Write for complete details.



The final word in Multi-Fuel marine engines, this brand new 100–125 h.p. Red Wing Waukesha Hesselman can be converted from an oil-burning Spark-Diesel to a gasoline-burning engine in 20 minutes. Other sizes, 35 h.p. and up, are also available in this Waukesha Hesselman Multi-Fuel Spark-Diesel. Write for more information on this exceptional new engine.

Be sure to see the RED WING booth at the

New York Motor Boat Show

JANUARY 10–18

BOOTH "N", MEZZANINE FLOOR

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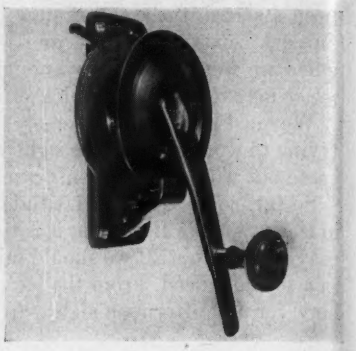
Verrier, Eddy Co., 201 E. 12th St., New York City
W. H. Moreton Corp., 1043 Commonwealth Ave., Boston
W. E. Gochenaur Mfg. Co., 437 Arch St., Philadelphia
Willard Tull, 434 E. Pratt St., Baltimore

RED WING *Marine* ENGINES

RED WING MOTOR CO. RED WING, MINN.

NEW FITTINGS AND GADGETS

(Continued from page 89)



This larger size is suitable for craft carrying up to 400 square feet of sail.

WIRE HALLIARD WINCH

Here is the South Coast Company's latest winch for wire jib and main halliards. The crank handle locks in position so that when the sail is being lowered it will not fly off and "bean" the skipper, yet it can easily be removed by pressing the button on the drum. The lever shown in the upper corner locks the ratchet mechanism in either the ratchet or free position. At the lower edge is the brake which is operated by a thumb screw and can be adjusted to provide just enough tension so that in lowering away, the sail will not fall to the deck, yet can be pulled down by hand, without the necessity of a member of the crew standing by the winch. The brake is shaped to prevent sheets from catching behind the winch drum in tacking. The dimensions of the drum are: inside diameter, 2¾", depth, 1½", and width, 1½". A similar winch in a smaller size is available for boats about the size of Stars.

THE "CRUISING SIXES"

(Continued from page 52)

time to put new canvas on the deck. Have you ever tried taking out bronze screws, one every inch all the way around the covering board of a 37-foot boat? And then, in between each screw, was a copper tack to remove. I firmly believe that Mr. Nevins builds boats to stay put.

Next on the work program was the building of a double bunk forward, with an innerspring mattress. Later, we installed a toilet in a separate toilet room and some partial bulkheads forward of the double bunk. Our plans, which we hope to realize in the near future, include a galley, complete with double sink, cupboards, water tank and an engine and gas tank.

In putting on the cabin, we cut through the bronze strapping under the deck in one place but, as that is the place where we put in the after bulkhead between cabin and cockpit, we feel that we have not weakened the structure. We were lucky in that *Saleema* was designed to race on the Great Lakes as well as on the ocean, so that she had 700 pounds of removable lead ballast. Taking out that much, we can add our interior improvements up to that weight and still float on the same marks.

THE "Cruising Sixes" are now having the fun which comes of an association of their own, with class races.

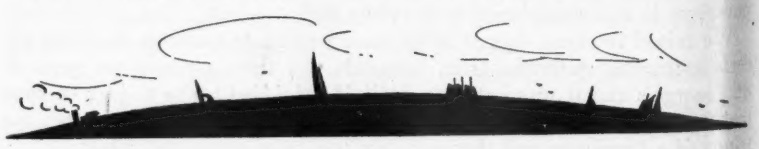
To date, the list includes the following:

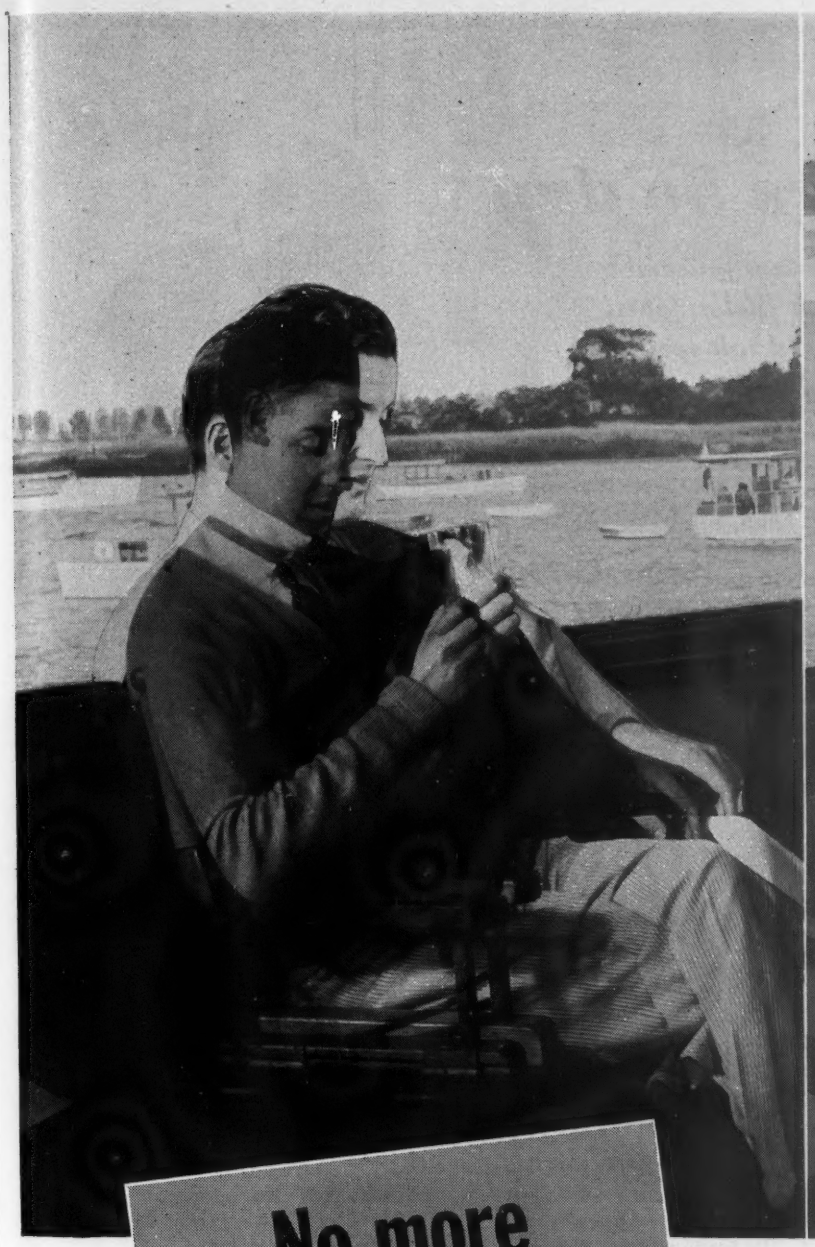
U. S. 6–36, *Naiad*, built by Nevins, New York
U. S. 6–37, *Synnove*, built by Anker, Norway
U. S. 6–38, *Maybe*, built by Abrahamson & Borjisson, Sweden
U. S. 6–40, *Saleema*, built by Nevins, New York
U. S. 6–54, *Bobkat II*, built by Nevins, New York

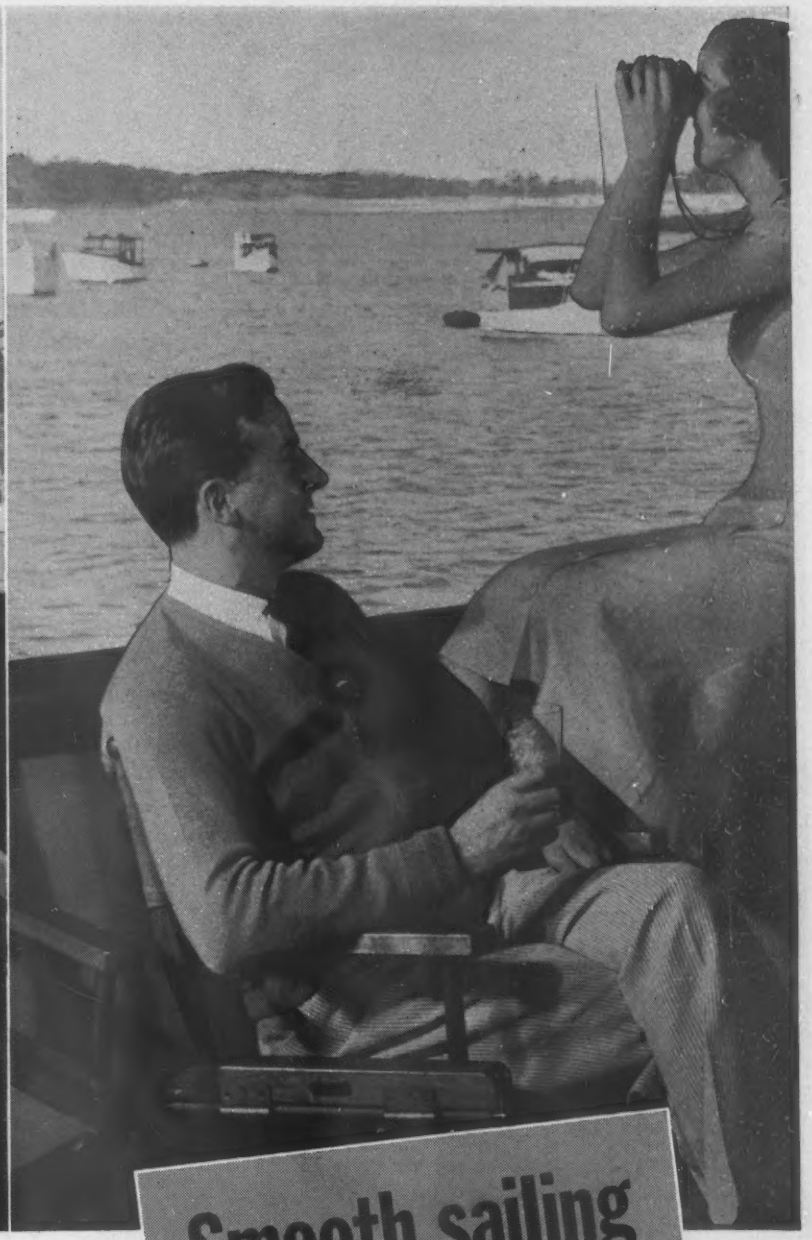
As the racing numbers indicate, none of these "Sixes" are new. Their dates run from 1927 to 1931. Some have been raced longer and harder than others, yet show little sign of wear. When you consider the original cost of a new Six-Metre and how well built she must be — to Lloyd's specifications, with mahogany planking, bronze screw fastening, metal knees, bronze strapping, bronze chain plates, stainless steel rigging, superior workmanship — we really have staunch boats. There are few cruising boats ten or twelve years in age that look as young.

ALL in all, we are more than pleased with our acquisition and with the other "Sixes" now converted. Recently, we heard of one other "Six" being brought out from the East, not to race but to be converted for cruising, and another, here on the coast, to undergo similar changes. In fact, so many people are interested in what has been done, that the latest "Six" for sale on this coast carried the proviso that the buyer agree *not* to convert the boat for one year after purchase. Do you think, perhaps, that the "Sacred Sixes" fear the inroads of comfort?

No more do we cast envious glances at sight of a Six-Metre — the grace, ease of handling, the speed. We have that and more, too.





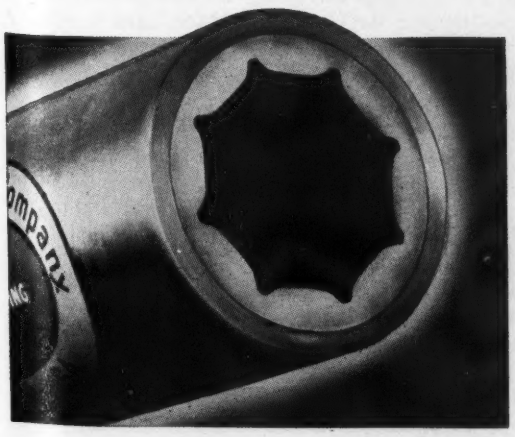


No more stern vibration

Smooth sailing all year

Cutless bearings let you run faster, more smoothly, comfortably all season—and they pay for themselves in savings. You get better performance free.

THREE words to your shipyard will bring you more comfort, pleasure, relaxation—more *fun* from your boat—all through this season and seasons to come—and all at a *saving*. Three words—"Goodrich Cutless Bearings."



They're the first and only true bearings of soft rubber, the only bearings that resist the wear caused by sand and grit particles found in all water. Wear is so slow it's negligible. They protect and cushion the shaft. Made with smooth, rounded surfaces, slippery when wet, they let the shaft turn even more freely than hard bearings.

You save money in the long run because you don't have to replace worn propeller shafts. A single bearing lasts years. With uniform clearance between bearing and shaft year after year, you have no stern vibration, no wobbling, rumbling propeller shaft. You can fly along with engines wide open—proud of your boat whenever friends come aboard.

Cutless bearings are made by The B. F. Goodrich Company, producers of dozens of important developments in rubber. They can be installed easily and quickly in any boat at any good boat yard. Any experienced builder or repair man will recommend them. Don't forget their few dollars extra first cost are saved in the long run. The extra comfort and better performance of your boat are *FREE*.

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Engineers—National Distributors
AKRON, OHIO

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PROPELLER-SHAFT BEARINGS

Sailors be dry

yachting clothes finished with Du Pont "Zelan" shed rain, mist, and salt spray—resist non-oily spots.

Du Pont science has made real sailors out of fabrics for wear at sea. "Zelan" durable repellent finish, a new Du Pont chemical, impregnates the cloth—makes it shed water, resist the absorption of dampness, perspiration and non-oily spots. Result: yachting clothes that give added comfort—stay clean longer—remain protective after many washings or dry cleanings. Ask your outfitter for sailing duffel treated with "Zelan." Garments are tagged—shopping is easy.

SAILS, TOO! Ask your sailmaker for light, medium, or heavy weather sails treated with "Zelan." "Zelan" makes them easy to handle and less subject to mildew.

DU PONT
REG. U.S. PAT. OFF.

Textile Service Section, E. I. du Pont de Nemours & Co. (Inc.), 40 Worth St., New York City

"JACK" AND "JILL"

(Continued from page 75)

the job over to a local boatbuilder who has plenty of time in the winter, does good work, but has to know what to build.

There is, of course, some variation in what all these people want, or think they want; but, if nothing else, they have one thing in common — they must have plans to get started at all. So YACHTING went to Phil Rhodes, of Cox & Stevens, Inc., a couple of months ago, talked the question over with him and the plans for *Jack* and *Jill*, two models based on the same hull form, are the result.

To meet the average requirements of all potential owners, it was decided that a hull which would be comparatively easy to build was the first essential. If possible, the construction of a form, ribbands, etc., should be eliminated in favor of a type of construction which would permit the frames to serve as the building moulds. The question of speed also came up. A hull which is driven efficiently by a 7 horse power engine probably wouldn't be just the thing for 30 horse power. However, there are some who have to have speed, and others who think they have to have it. But, considering the comparative simplicity and inexpensiveness of several of the small air-cooled and water-cooled engines, there seemed to be no question but that five to ten miles an hour would be sufficient for most of the possible builders. Having put the designing job in the hands of a top ranking naval architect whose boats are famous for their eye appeal, it goes without saying that attractiveness was to be expected.

The plans and the "artist's impressions" tell most of the story of what *Jack* and *Jill* look like. *Jack* is open all the way to the gunwales, with wide seats, plenty of carrying capacity and a simple, flat but slightly raked transom. *Jill's* hull is identical but she sports a windshield with side windows that taper down into a cockpit coaming. She also has a toe rail around the forward deck which gives the impression of more sheer. She's a lady, so her transom is fittingly curved and a canopy can be added to provide shelter over the forward end of the cockpit if desired.

The dimensions of both boats are 15′ 9″ over all, 5′ 1½″ beam, and 1′ draft. The hull is V-bottom, with double chines, one of which is just above the water line and the other just below it. Both chines taper off to flat surfaces well abaft the bow and the plans call for chine pieces wide enough to be rounded off to a pleasing curve. The frames are approximately 2½″ by ⅝″, spaced about two feet apart, and are to be sawn to shape. They show little curvature.

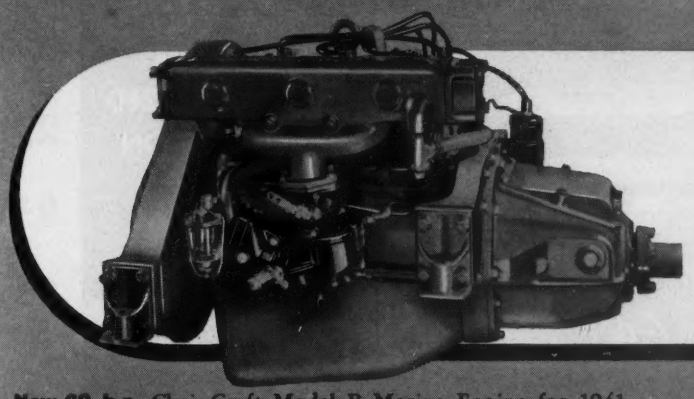
The planking and decks take advantage of the lightness, simplicity, strength and general usefulness of waterproof plywood (best known under the trade names, Weldwood, Super-Harbord, etc.). A thickness of ⅜″ is called for in the planking and ¼″ for the decks. Sixteen-foot panels of waterproof plywood are just right for *Jack* and *Jill's* 15′ 9″ over all length. Or, if these long lengths are not readily obtainable, two eight-foot panels with a frame-to-frame butt block inside will do the trick. There's a deep 1½″ keel to make the boat steer and handle easily and to provide some useful protection for the propeller and rudder.

Considerable latitude in the power plant was allowed for in working out the lines of the hull. Any one of the several air-cooled or water-cooled engines providing from 3 to 10 horse power could do the job. In the air-cooled field, Briggs and Stratton, Wisconsin, Lauson, and Buda all offer engines within this range; on the water-cooled list, there are Lauson, Universal, U. S. Motor's little Falcons, Palmer and the new Crosley to pick from. The speed attainable in a small boat, of course, depends largely on the weight and distribution of the load she has to carry. If a couple of 200-pounders plump themselves down in the stern, leaving only a youngster at the wheel, either *Jack* or *Jill* will go 'way off her lines and can't be expected to do her best. However, engines of 3 to 10 horse power should provide speeds of 5 to 10 miles per hour with two persons in the boat. Though it's more power than she was designed for, light 4-cylinder engines up to 20 horse power could be used, but let's forget all about anything larger, including that old auto engine out in Uncle Zeb's yard.

Jack and *Jill* have been designed so that a comparatively wide choice of materials is permissible. The keel can be of oak, Philippine mahogany or yellow pine. The outer chines should be oak, but the inner pieces can be of fir, yellow pine, spruce or any one of several other woods. Philippine mahogany would make fine material for frames, but fir, spruce, juniper — in fact, anything which will hold the fastenings — will do the job. The planking doesn't necessarily have to be waterproof plywood (though if it is plywood, it must be waterproof). Screws or the new Anchorfast Monel nails make the best fastenings for use with plywood.

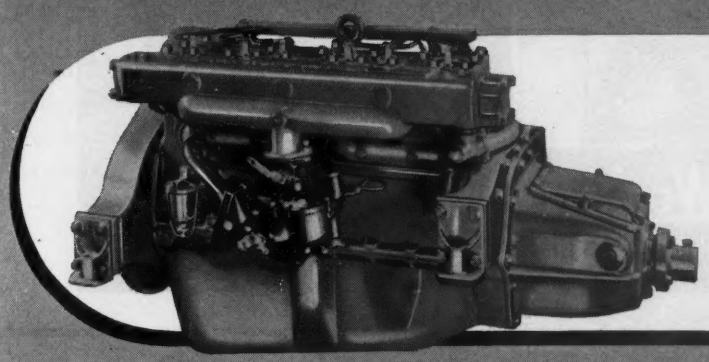
The size and arrangement of the forward deck may be varied to meet individual requirements and this holds, also, for the seating arrangements.

NEW 1941 CHRIS-CRAFT MARINE ENGINES

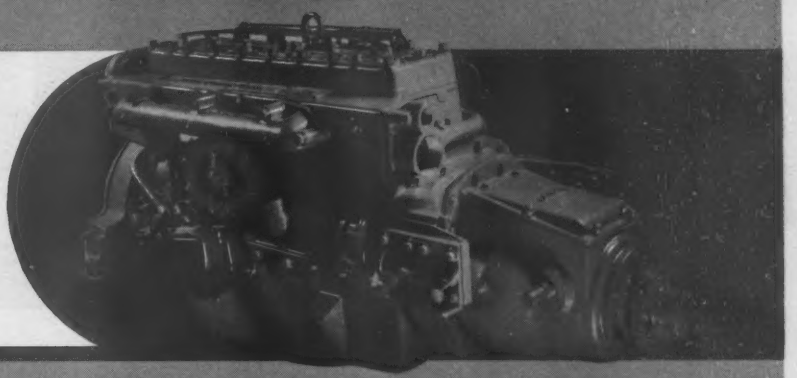


New 60 h.p. Chris-Craft Model B Marine Engine for 1941. A husky "4," Direct or Reduction Drive. Priced from..... **$465***

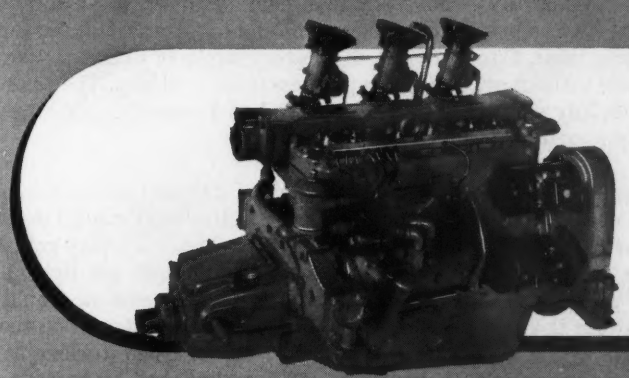
New 145 h.p. Model MB Racing Engine. Special carburetors and other speed features. This peppy "6" is priced at..... **$995***



New 95 h.p. Model K. A great "6," available with Direct Drive or Reduction Drive. Also in opposite rotation..... **$575***

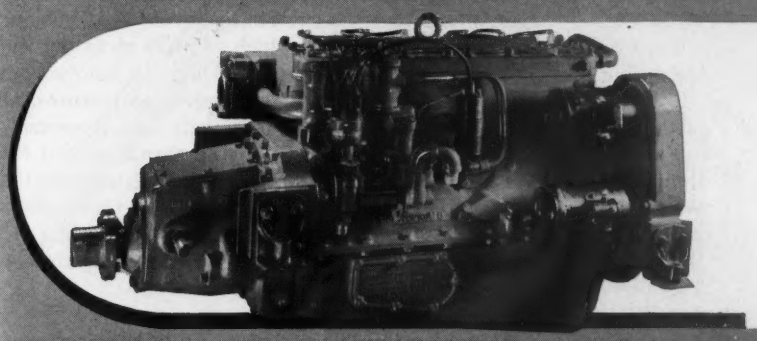


New 160 h.p. Model W, heavy-duty "6," with Direct Drive or Reduction Drive. Also in opposite rotation. Priced from **$1395***



New 121 h.p. Model KB Chris-Craft Racing Engine. A power-packed "6" with special racing engine features..... **$745***

New 275 h.p. Chris-Craft Model A-120 Marine Engine. A beautifully performing V-8 of the L-head type. Priced at **$2990***



New 130 h.p. Model M. A rugged "6," available with Direct Drive or Reduction Drive. Also in opposite rotation. From **$895***

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Save up to $299 and increase your boating enjoyment by buying a Chris-Craft marine-engineered Marine Engine *now*. Offer good for a limited time only. Send today for free 20-page Chris-Craft Marine Engine Book. Act now!

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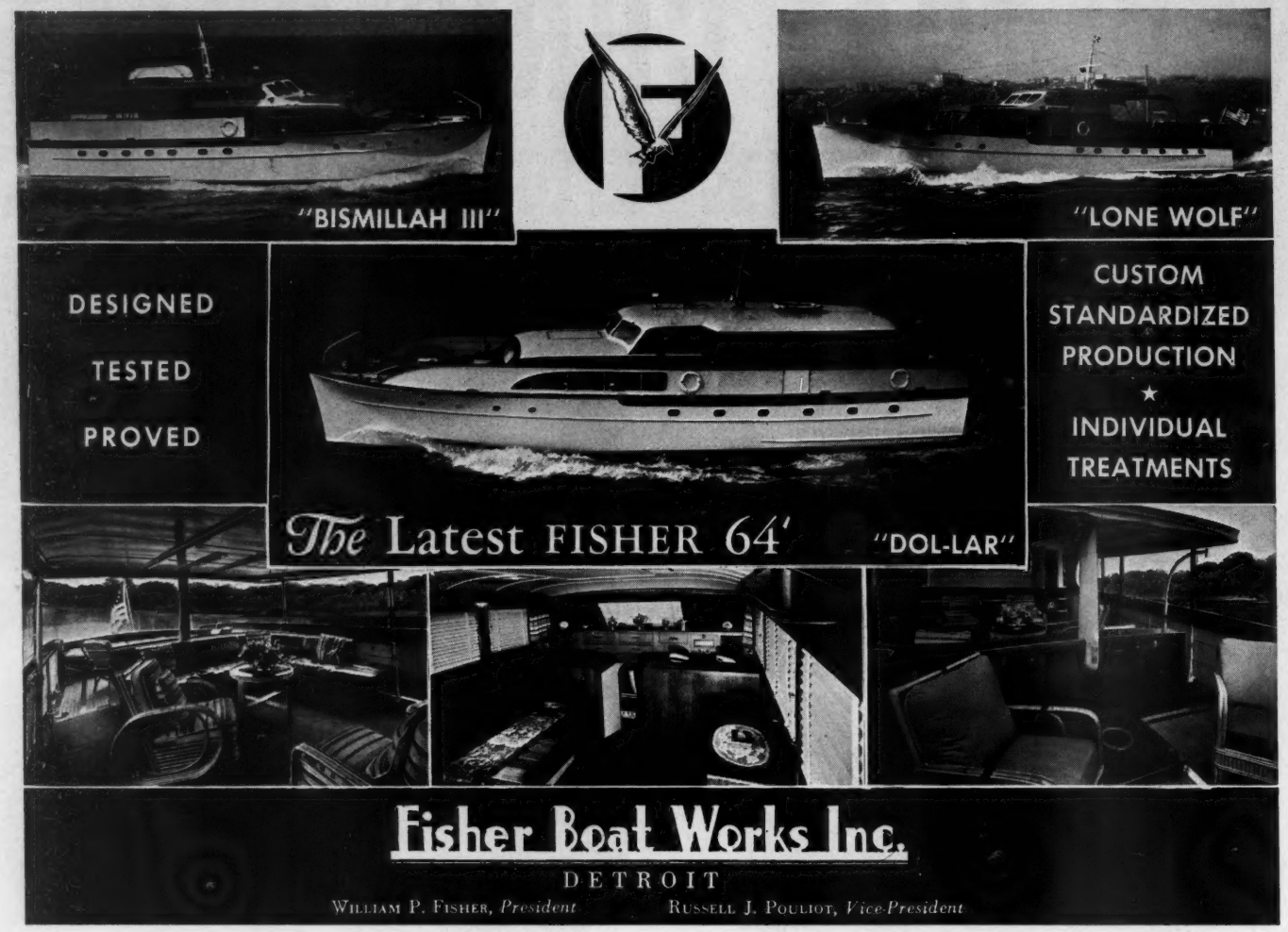


None of these are essential to the structural strength of the boats. Rudder, shaft, strut, couplings, stuffing box, etc., can all be obtained as stock items from marine supply jobbers and some of the small engine manufacturers.

Jack and *Jill* have been designed for amateur boatbuilders as well as professionals who can lay down a set of lines as readily as they can write their own names. And, for the benefit of the amateurs, Mr. Rhodes has done a lot of extra work to simplify the building operation. Not only has he turned out a boat which uses her own frames as moulds but with the plans he includes the following: Full size section of stem and stern, full size patterns of all frames and the transom, a detailed construction plan in layman's terms, and a complete bill of materials. Even the rankest amateur ought to be able to go on from there. The regular set of plans covers both arrangements so that the builder can, if he wishes, work out a combination of the two, or finish up with *Jill* after starting to build *Jack*.

As to cost, prices of materials vary considerably in various parts of the country, but somewhere between $130 and $160 should provide all the lumber, fastenings, glue, paint, and fittings required. Add to that, $50 to $140 for one of the small engines for which *Jack* and *Jill* were designed and that's almost the whole story. Special arrangements have been made so that the plans, full size patterns, etc., are available for the low price of $10.00 per set for each boat built.

RUFUS G. SMITH

I MARRIED A BOAT

(Continued from page 69)

continue, although he was forced to leave his own car out to weather in the ice and blizzards.

And there, in the borrowed garage, from eight in the morning until midnight, the building of the ship moved forward by sixteenths of an inch all during the snowy months.

But you are wondering about our heroine. When we discovered, 'way back the preceding spring, that we would have to have new frames, I was sorrowful but not completely disheartened. For the first month — that is, until Decoration Day — not a stroke of hammer or saw did I miss. When Memorial Day arrived without the promised boat, I was dejected but still not without hope. I stopped overseeing every stroke of work but scarcely a day passed without my noting the progress made — if any. Then came the Fourth of July and yet no launching. At last I ceased being brave and gave way to utter despair.

One cannot, however, live in the slough of despond and retain one's sanity. I decided to carve out a life of my own. But what could I do? We'd spent our golf club dues for the oak framing, so I couldn't play golf. We'd used our gasoline money to pay Ronnie that he might get tight, and I couldn't go driving. Every time I set foot in public, someone would ask, "How is your boat coming?" I finally ended by playing tennis on the free city courts with a lot of infants who didn't care if I had a whole fleet of boats as long as my drives landed on the base line, and by begging rides from every boat owner in the yacht club. At least, I did learn the rudiments of sailing; during that long, long summer I handled the helm of every boat in the harbor from Sea Gull to schooner. That is, every boat but our own.

For Christmas I asked for skis, with which to while away my widowed hours, but I got a spinnaker. For Valentine's Day, my beloved gave me "Rules and Tactics of Yacht Racing," fortunately in pictures. On my birthday, I got a compass — a bit on the optimistic side, it seemed, since one wouldn't need a compass to set a course in a garage. About the only things I could really count on were Ronnie's week-end drunk and the bills. We bought so many copper boat nails and brass screws that sometimes I worried for fear the boat would sink from the tremendous weight of them. But common sense always reasserted itself. Why worry? By the time the boat was ready to be launched, I'd be too old to care.

For they weren't making any visible progress. To be sure, after several weeks' labor, they did add a fin-like appendage which I was informed was the false keel. My timid inquiry as to what was false about a half-ton of lead at nine cents a pound met with that look of scorn that is meant to silence a woman when she asks a sensible question which a man can't answer.

By Decoration Day, the anniversary of a launching that had never taken place, they had progressed to the deck planking and the initial coat of paint which immediately disappeared into the wood as though it had

HAZARD KORŌDLESS *Marine Ropes*

OVER 3 TIMES *as strong as bronze or galvanized iron rope.*

OVER 2 TIMES *as strong as phosphor bronze or monel metal.*

OVER 1½ TIMES *as strong as galvanized cast steel and considerably stronger than galvanized plow or improved plow steel.*

Which Means

With KORŌDLESS Wire Rope you use smaller diameters for equal breaking strength saving for example as much as 66% in weight over bronze rope.

Seven Construction Types of Korōdless Marine Ropes
A ROPE FOR EVERY MARINE SERVICE
Consult Our Marine Department or Your "KORŌDLESS" Dealer for the Correct Construction Type for Your Purpose
6x42 Tiller Rope
6x37 Running Rigging
7x19 Running Rigging
6x19 Running Rigging
7x7 Standing Rigging
6x7 Standing Rigging
19—Wire Strand Standing Rigging

Because KORŌDLESS Wire Rope has no coating and is stainless throughout it makes a neat splice and there is no danger of corrosion or weakened wires within a splice. KORŌDLESS TRU-LOC processed fittings, permanently attached to the rope making an integral unit, as shown in lower illustration, are available in several styles.

Best for—

STANDING and RUNNING RIGGING
ANCHOR ROPES · MOORING PENNANTS
TILLER CABLE · HAND RAILS · GUY LINES

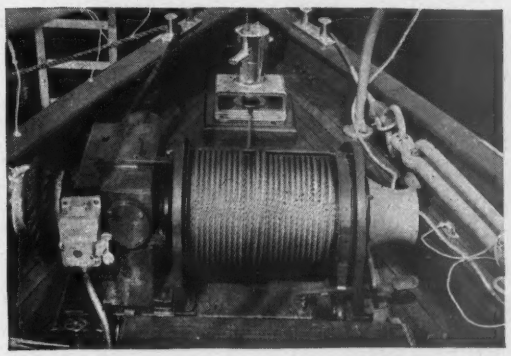
Consider the all around superior advantages of KORŌDLESS and you will decide your marine rope requirements for all time in its favor. KORŌDLESS, an alloy steel containing 18% chromium and 8% nickel, possesses such amazing qualities that it has eclipsed all other materials where the ultimate in rope service is demanded by naval architects, boat builders and yacht owners.

KORŌDLESS Resists Corrosion. It is stainless throughout and is absolutely immune to fresh or salt water attack. It will not rust or tarnish. It is not a "surfaced" or "plated" wire and consequently retains its original bright appearance indefinitely.

KORŌDLESS Is Much Stronger. Size for size KORŌDLESS is much stronger than any other type of rigging. Its greater strength permits the use of smaller diameters with consequent saving in weight.

KORŌDLESS Is Preformed. Preforming is a manufacturing process which shapes the wires and strands into their exact helical position making them entirely free of torsional stresses. Preforming gives KORŌDLESS these *extra* advantages: It resists unstranding; it is free of crankiness—easier handled; longer fatigue life over sheaves; necessity of seizing cut ends is eliminated.

To sum it all up, when you use KORŌDLESS Wire Rope, regardless for what purpose, you'll seldom if ever be troubled with recurring replacements common with other rope.



Korōdless **Anchor Line Saves Weight and Space**

The great strength, with minimum diameter and weight, of KORŌDLESS plus compact stowage by spooling on the drum of a winch is causing an increasing number of yachtsmen to discard cumbersome and soggy manila lines or heavy chains in favor of KORŌDLESS.

Korōdless

MOORING PENNANTS

Every boat laying to a mooring should use a KORŌDLESS Pennant for absolute safety. Every year some boats break their manila pennants and are washed ashore, but there has never been an instance where a KORŌDLESS Pennant has let go. A KORŌDLESS Pennant is economical, too, because you do not have to renew it every season.

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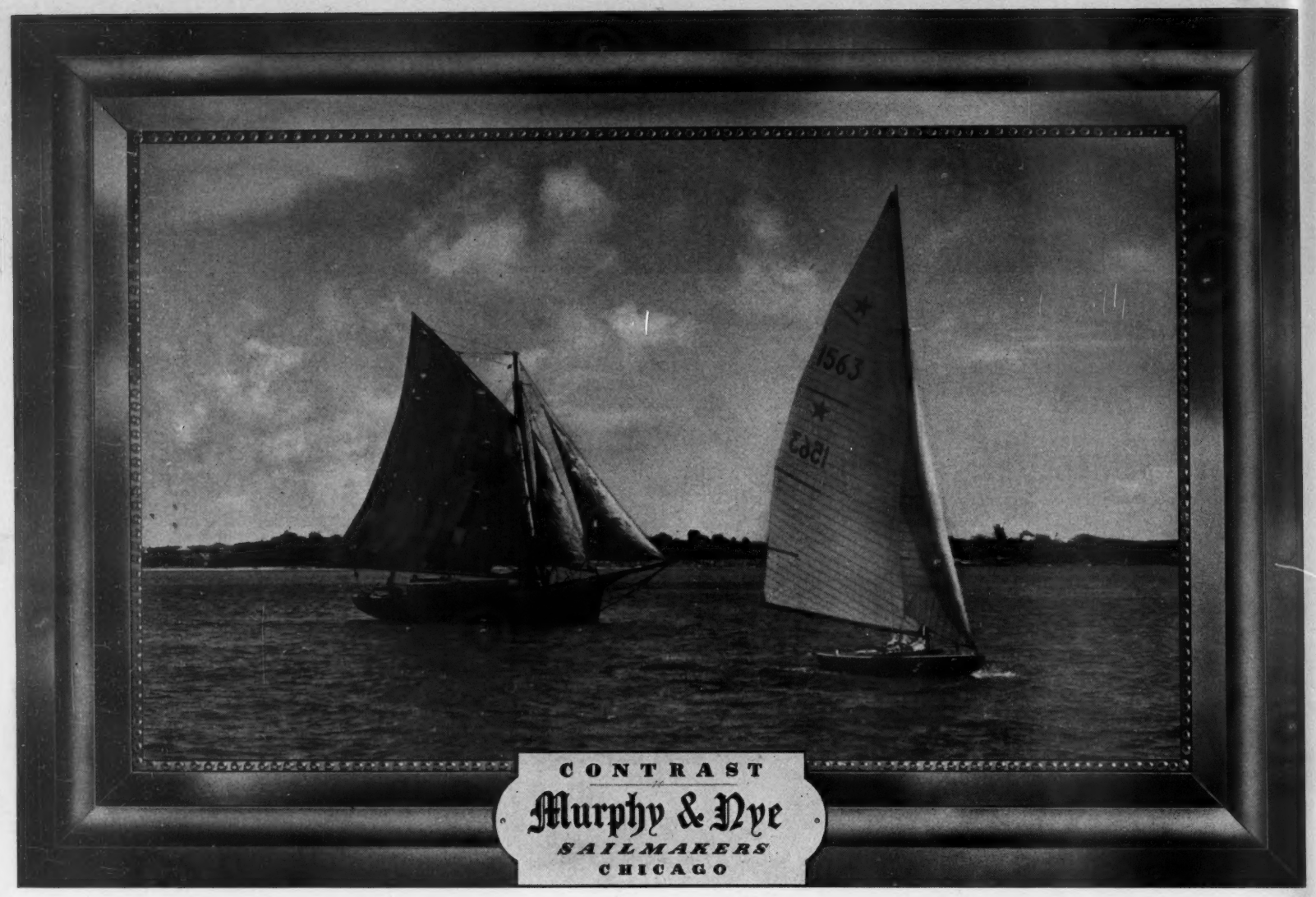

never been. Up to this point, I had worn my two-year-old trousseau and eaten corn meal mush twice a day in uncomplaining martyrdom for I had supposed that, once the lumber was paid for, the greatest expenses would be behind us. But when that first coat of paint, at four dollars a gallon, disappeared, tears flowed down my cheeks. I'd tried hard not to be a stuffy housewife and to keep the gleam of romance sparkling in my husband's eye, but no eternal triangle in the movies ever found a wife more wickedly betrayed. Here was my life's partner wrecking our marriage, deliberately and with obvious enjoyment to boot — not for a delectable blonde but for the hull of a boat, and all the while expecting me to stand by and cheer.

Then, while our savings for the next decade were drying, Ronnie, who could apparently do anything but hurry, began the mains'l. And this, even though I had come to regard Ronnie as the wolf at our door, the skeleton in our bare closets, and the octopus whose tentacles were wound around our bank account, was something which I must give him credit for as a masterpiece. Each stitch that he put into that sail was so painstaking as to look as if it had grown in the canvas.

By the Fourth of July, anniversary of another non-existent launching, the embryo of the cabin appeared and even I could not fail to read the writing in the sky. With or without Ronnie's dawdling, the boat was bound to be finished that summer. And Ronnie wasn't dawdling. He was like a hungry horse two blocks from home; nothing could stop him. He wouldn't talk; he forgot to drink; and he did more work in the next two weeks than he had formerly accomplished in two months. As if by magic, paint appeared on the decks, seats blossomed in the cockpit, and bunks popped up in the cabin. The boat was ready to be launched.

She slipped off her cradle amidst a throng of doubters (of whom I was queen) while scathing remarks were flung after her about the Merry Open-bottom and the new submarine. But she rode proudly upon the calm harbor and, during the next 24 hours, took in exactly four inches of water. There remained only the spars and the rigging. Even I was silenced.

So she was finished — two years from the day we had so merrily bought the *Marjac*. On July 27th, at ten in the morning, laden with provisions, I stepped aboard her for the first time, ready for the maiden cruise. At eleven, I stepped ashore while a forgotten cleat was made fast. At twelve, Ronnie remembered that there were grommets to be sewed into the mains'l. At four, they were still sewing, and at six the wind changed and a spinnaker halliard had to be rigged. The sun went down, the moon came up, the stars began to shine, but the *Marjac* remained at her mooring. It was ten that evening before we finally made sail for the first cruise of *Our Boat*.

We shouldn't have got there. At least, we shouldn't have got back. Something should have happened; but nothing did unless you count Ronnie's getting so stubborn drunk that he wouldn't sail home with us. The *Marjac* was a masterpiece that could sail like a bewitched ship with or without her creator.

We made one more cruise last summer — needless to say, without Ronnie. Unfortunately, the last half of the voyage found us on a cold Labor Day, 30 miles from home, with empty larder and emptier pockets. Bravely we shortened sail and wallowed forth in a blow that would have daunted the stout heart of Captain Horatio Hornblower. To say that we sailed home would be an error. We could have swum the same distance in the same length of time without getting one whit wetter. Our double reefed mains'l was exactly the same size as our only jib, so that we made about as much progress as did the Sabines in their advance upon Rome with their two steps forward and one back. Every forty seconds we were hit by an icy gust that buried our spreaders two feet deep in Lake Michigan. "Knocked down" is the correct term, so my husband informed me, but I wasn't much concerned with terminology while I was hanging on to the lead in the keel to keep from being washed overboard. The only thing that worried me was whether or not we would get home before the lake froze over for the winter.

But Time, the great healer, has helped me to forget. This year we are going to hoard our money for an engine. We're going to cruise a lot, too. To be sure, we won't be able to make public appearances this winter since my trousseau will be in its third year with a possibility of having to struggle through even one more before I can lay it away in moth balls for my great grandchildren to "oh" and "ah" over. There is even the chance that there won't be any great grandchildren, the cost of one offspring in our community being exactly equal to one Genoa jib, which we need badly. Besides, try as we can, we can't figure out when we can take time out for childbearing and still get in a full season's sailing. Science is making such wonderful strides, though. Perhaps, before it is too late, they will discover how to have a baby in six months. In the meantime, what do we care? *We* have a boat.

STREAMLINED NAVIGATION

(Continued from page 66)

Now, let us say that a mariner in the Atlantic, uncertain of the ship's position and with no regard for date, observed first Regulus and then Polaris about a minute later, with an allowance of, say, a quarter of a minute to apply his index and height of eye corrections. These applied, give corrected altitudes (H_o) of Regulus, 22°: 56′ .3 and of Polaris, 49°:21′. He turns in his *Charts* to the latitude band 50°N to 60°N in which he assumes himself to be, to find his star Regulus, setting (see Fig. 2) as observed. From the intersection on the chart of the corrected altitudes of Regulus and Polaris, he reads from the side of the page his latitude directly, 50°:20′N. Then, having converted his G.C.T. to G.S.T., by the method described above, and found it to be, say, $15^h37^m08^s$ (for which process we will allow him about a minute if he can add and subtract correctly), he reads the L.S.T. from the bottom of the page, which is $14^h40^m20^s$. From this, he determines his longitude to be (GST−LST=λ) $0^h56^m48^s$ or 14°:12′W when converted to arc, an operation of another half-minute and a total elapsed time of one and three-quarters minutes or a considerably shorter time than it took to tell. For convenient tabu'ar style, we may look at his work:

H_o Regulus	22:56.3
H_o Polaris	49:21
GST	$15^h:37^m:08^s$
LST	$14^h:40^m:20^s$
Long. (time)	$0^h:56^m:48^s$
Long. (arc)	14°:12′W.
Lat.	50°20′N.

Now, how far has he sailed in that minute and three-quarters? An average sailor can probably still toss a heaving line back to the spot where he was at the time of observation.

Now suppose that, because of existing conditions, we are unable to use these *Star Curves*. Under some conditions (for instance, where we might like to cross our line of position with an observed bearing, or for one reason or another we demand a line of position), we must of necessity have more than one leg to stand on.

There are many methods and solutions for obtaining the line of position of a body and it is not our purpose here to advocate any single method. This is more a matter of personal habit or taste. The method with which the navigator is most familiar and uses with the greatest facility, and consequent rapidity, is the best. Some require more computation than others, but, for simplicity, none can approach the method just described. On the other hand, such a comparison as this may be misleading because the shorter or fewer steps indicated in any one method do not always point to the easiest or simplest means in the hands of a particular individual.

Even the most recent and widely talked about *H.O. 214* has many awkward angles and disadvantages that make it more unwieldy in the hands of some than its immediate predecessors. The *Line of Position Book* is, however, a completely satisfactory method. Short in computation, with results that make for the simplest plotting, using the assumed position at an even degree of latitude, there is none of the difficulty encountered in working with the D.R. position. Used intelligently, this method should give a solution and plot of the observations in better than ten minutes.

So let us take one of these workable methods and settle on it, practicing and working with it exclusively until the operations become almost automatic.

Now, in conjunction with these various means of solution for the line of position, a *Nautical Almanac* is essential to obtain the annual and daily variation of celestial movement. Here, again, the problem of aircraft has brought a newer and handier means into the celestial picture. The Air Ministry of Great Britain was quicker to grapple with the *Almanac* problem than authorities in our own country, as shown by that body's publication of the *Air Almanac*. This volume, with improvements, is now issued quarterly in the U. S.; hence, there is no reason for not using it to the utmost advantage. Let us look at it.

The tabulations of G.H.A. at convenient intervals in aiding the solution for *t* and the convenient listings of the navigational stars are masterpieces of simplicity. The back cover lists the sextant corrections while an additional cover and marker combination is hinged opposite the binding for marking the page in use. Each day's page is perforated to prevent working a sight for the incorrect date. We may now tear out and discard each page as it outlives its usefulness.

As these daily sheets are torn out when they cease to be applicable, and

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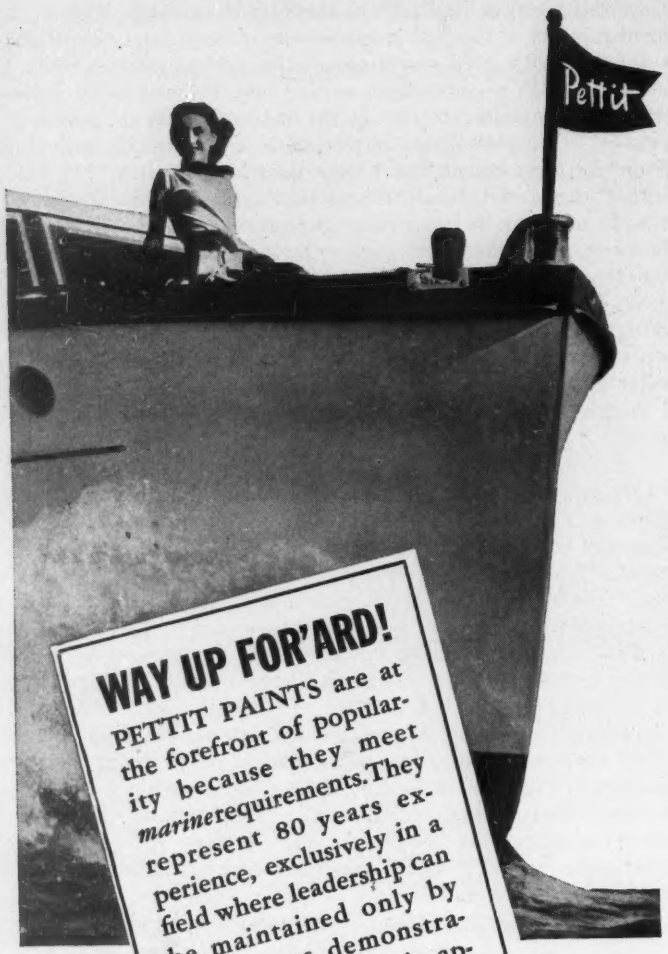
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AND SEE WHAT SERVICE MEANS

the flap from the rear cover is placed under the sheet in use, the G.H.A. and declination of the sun, moon, three planets and 50 stars and tables for twilight, sunrise and sunset are immediately available for one day in two adjacent openings. Moreover, there is, on the inner side of this marker flap, a table to convert observations of Polaris into latitude. There is no simpler, more convenient or more rapid handling method of the almanac problem than this and the mariner who would increase his efficiency can do no better than replace, or at least supplement, his *Nautical Almanac* with the *Air Almanac*.

To continue briefly with the problems of the offshore navigator, the old question of "sailings" is going to the archives. The great circle sailing and Mercator sailing still being useful, let us look to their present development and most convenient use. A series of charts based upon the projections of Mercator and Lambert, covering various bands of latitude from the equator to the poles, has been published under the name of WSN charts. These charts, because of the method of projection, provide a minimum of distortion between a straight line drawn upon them and the true great circle track. In other words, our great circle course and distance from one point to another may be taken from our plot directly, thus eliminating trying computations, transferring from one chart to another and resultant causes of error.

There being a constant stream of plotting equipment, devices and gadgets to aid the navigator, we must be wary of overburdening ourselves with elephant guns for mouse killing. However, there are a few small devices the use of which should enable us to drop into the discard our wobbly parallel rulers, costly drafting machines and intricate protractors. Such devices should be as simple as possible, with few or no mechanical or moving parts to require adjustment. The Department of Commerce type Aircraft Plotter, Mark II, is an example of such a good device. It is simply a transparent 180° protractor in combination with a straight edge scaled to universal plotting charts with convenient holes in which a pencil may be inserted for marking positions on the paper. This protractor, in addition to its convenience in design for plotting courses, bearings and position lines, measuring distances, etc., will also eliminate the use of dividers.

So far, we have failed to mention a problem that is undoubtedly basic in the minds of the average navigator of limited experience and opportunity for practice, *i.e.*, that of star identification. Even those who look up at the maze of stars with some confidence find it hard to orient themselves at once; but the question of knowing what one has just shot through a rift in the clouds or what is the name of that faint star in the southwest shortly after sunset, is more than just orienting one's self from Polaris or the Big Dipper. Those who have spent long hours with globes, charts and star finders (with little more result than identification of the stars for the immediate problem), will welcome a course of study that will make the heavens so familiar that the navigational stars are like cities on a well-known map. Such an instructive bit of literature is Illyne's *Star Chart*.

Briefly, the chart itself is made up from two different projections in order to combine a maximum of accuracy with a minimum of distortion. In other words, the stars appear on the chart in positions similar to their actual heavenly positions; the constellations look like themselves and all may be referred accurately to their coördinates. The center portion is on a gnomonic or polar projection and comprises a circular area out to 30° latitude as we would see it looking north to Polaris. The other four rectangular projections are attached in four quadrantal positions and represent the positions of the stars to be seen in four seasons. Made in this manner, the division retains the maximum true appearance, unlike most other celestial charts.

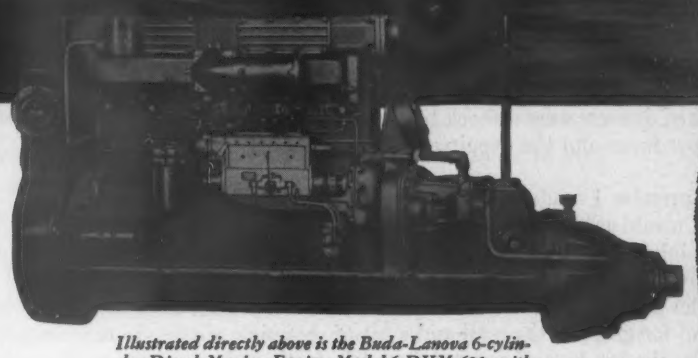
Overcoming the inertia of seagoing tradition, where this may block the use of more efficient methods, adds to one's ability to cope with the problems of navigation. Such ability in no small part adds to the enjoyment of its practice.

[NOTE: The *Star Curves* referred to in the article are being printed in special edition for the British Purchasing Commission. The Royal Air Force has been using the *Curves* with considerable success in locating their objectives on military missions during the past year. The U. S. Naval Academy has introduced them into its curriculum and they are being used in our own Services as well as the British. They are published by the Weems System of Navigation and are available for south latitudes also. — ED.]

Peterson Joins National Superior

ANNOUNCEMENT has recently been made by the National Supply Company of the appointment of D. C. Peterson as Works Manager of their Superior Engine Division. Mr. Peterson joins the National Supply Company after many years of experience in the engineering and management departments of prominent American firms both in this country and abroad. For the past year he has been with the Buda Company as Vice-President in charge of manufacturing.

BUDA LANOVA DIESELS — *REGULAR EQUIPMENT* for BURGER standard cruisers



Illustrated directly above is the Buda-Lanova 6-cylinder Diesel Marine Engine Model 6-DHM-691, with 4¾ in. Bore, 6½ in. Stroke, and 691 cu. in. Displacement. Two of these rugged Diesels power the Burger Cruiser shown above.

Ask the Burger Boat Company of Manitowoc, Wis., what Diesel Marine Engines they recommend for powering the standard line of Burger boats — they'll say "*BUDA-LANOVA Diesels.*" Like scores of other designers and builders, this company knows that the engines they recommend must be *dependable*, if owners are to be satisfied — and that's why they recommend Budas.

The cruiser illustrated above is the latest product of the Burger Boat Company, being the first of their new standardized craft, all of welded steel construction. The design incorporates a raking stem, with good flare forward, and a cruiser stern. Dimensions are 57 ft. in length overall, 14 ft. beam, with 4 ft. draft. Two Buda-Lanova 150 h.p. Diesels furnish twin-screw power.

Follow the example set by this well-known Midwest builder — for more boating pleasure, with complete security, *Power and Re-Power with Buda-Lanova Diesels!*

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MORE POWER—MORE BEAUTY
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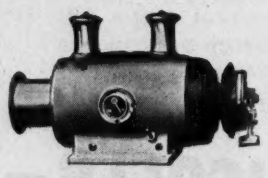
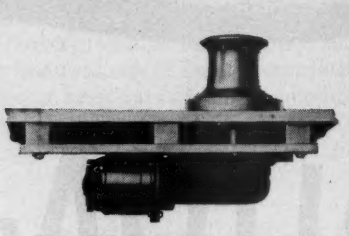
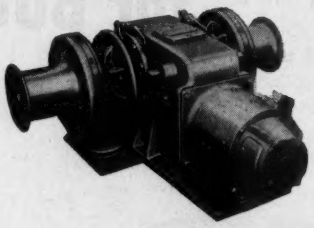
A-E-CO marine engineers began with the fundamental service requirements for windlasses, hoists and other deck auxiliaries and built around them distinctive beauty. They achieved equipment with brute power—60% reserve for emergencies—plus clean, trim lines that add measurably to deck appearance. For power and beauty, insist on A-E-CO auxiliaries.



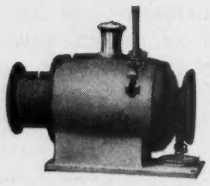
TYPE E WINDLASS – Compact, powerful barrel-type windlass. Self-contained. One head, one wildcat. Snap switch control.



VERTICAL ELECTRIC WINDLASS —for hoisting or warping. Motor below deck. Also available with marine motor above deck, single or double vertical heads.



TYPE T WINDLASS — T-design windlass, the most modern of all windlasses. Wildcats close centered. Hand operation provided. Five sizes.



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(Continued from page 55)

come out in droves. And they are so small they come through the screens.

At Jacksonville we had a grand time. We shopped for supplies and gifts for the home folks and at night danced in the Rainbow Room of the George Washington Hotel. They had a small floor show but it was good. Three nearly naked dancers were a shock to these tired old eyes at first but I soon got a proper focus and the evening progressed merrily.

THE only promise I made to myself regarding the itinerary of this cruise was that I would again visit Fort Gates, about 75 miles above Jacksonville on the St. Johns River. And so we started cruising the St. Johns again and, after an overnight stop at Palatka and a stopover at Welaka (a sleepy little hamlet permanently slumbering under the moss-laden trees along the river shore) for gas, ice, the mail and a bit of shopping, we finally reached Fort Gates, the big love of my previous trip in these waters (YACHTING, February, 1939). It proved no disappointment this time, either. Thousands of black bass beat themselves to a pulp for us, thrashing about on the sand bar, and a few obligingly took our lures. We had a happy welcome from the friends I had made there on my previous trip and one of them, Mr. McKinney, took us joy riding through the wild back country one afternoon in an old 1928 Model T Ford.

We did hope to take *Shangri-La* up the Oklawaha River to Silver Springs but everyone warned us that the water in the river was too low, the curves so numerous and the current so swift that it would be a foolhardy trip. The gracious Mr. McKinney, however, made up for this disappointment by loaning us his coupe and we took a day off and made the trip to Silver Springs by car — a distance of 65 miles. We saw the snake farm, the alligator farm and the Indian Village. It is no exaggeration to say that this last smelled worse than the other two combined. We rode around in glass-bottomed boats and could see the bottom at 80-foot depths, so clear was the water.

We hated to leave Fort Gates. Everything there had been so perfect. And so we reluctantly returned to Jacksonville, all unknowing that another thrilling time lay in store for us at Marineland. Fish for dinner is not news. But dinner for fish, as we saw it, definitely is, I think.

A leisurely run from Jacksonville brought us to Marineland by four o'clock in the afternoon, and we were pleased to find there a snug harbor. Marineland is located just below Matanzas Inlet, some 19 miles south of St. Augustine. It comprises what has been called an "oceanarium," which is just another way, I suppose, of saying "aquarium" on a large scale.

For the rest of the day we just puttered around on the boat; the "Wonders of Marine Life" could wait until next morning. What lure had an aquarium for us? Well, we learned what this one had next day. From the first moment when we found ourselves in the corridor of the peculiar, oval-shaped building, staring wide-eyed through one of the many portholes into a huge tank, the sense of excitement and wonder increased. I cannot, I know, picture the countless varicolored fish we saw there, for I am not an accomplished ichthyologist. But it was thrilling to stand with nose flat-pressed against the glass port and to watch a shark dart past, then see a huge porpoise roll lazily before our eyes until our view of it was cut off by the body of a gigantic turtle, apparently as much interested in the peculiar creature on my side of the glass as I was in the turtle.

ALL too soon a voice from a loud speaker informed us that the fish would be fed in ten minutes. We were directed to the upper deck of the building and, gathered there, the fun really began. Had we not been so engrossed in the activity going on within the tank we would probably have appreciated more the excellent view which our vantage point afforded of the ocean on the one hand and the Intra-Coastal Waterway, stretching like a limitless silver ribbon, on the other. But if you have ever seen a 600-pound porpoise suddenly break the surface of the water but a few feet away from you, trumpet loudly, and gracefully return to the depths again, you will excuse us for paying scant attention to the scenery, beautiful as it was. We saw not one of these, but many.

Soon, an attendant, encumbered by two huge pails of small fish, took his station on a small platform beside the tank. To the accompaniment of a running explanation from the loud speaker, we then saw this attendant lower a cowbell into the tank and shake it vigorously. He was telling the dolphins to "come and get it." Instantly, the water in his vicinity was aboil. But these fish had apparently been taught table manners, because they almost formed a line and one after the other would rise from the water beneath the attendant, stand quivering an instant on his tail, and almost calmly take the bait from the attendant's hand. Can you blame them for thus behaving with the utmost decorum? Here was food being freely offered — and no string attached to it. Veritably, in fishdom, a wonder of the seven seas! Occasionally, instead of placing the *hors d'œuvres* directly in the dolphin's mouth, the attendant would throw it far out in the tank and

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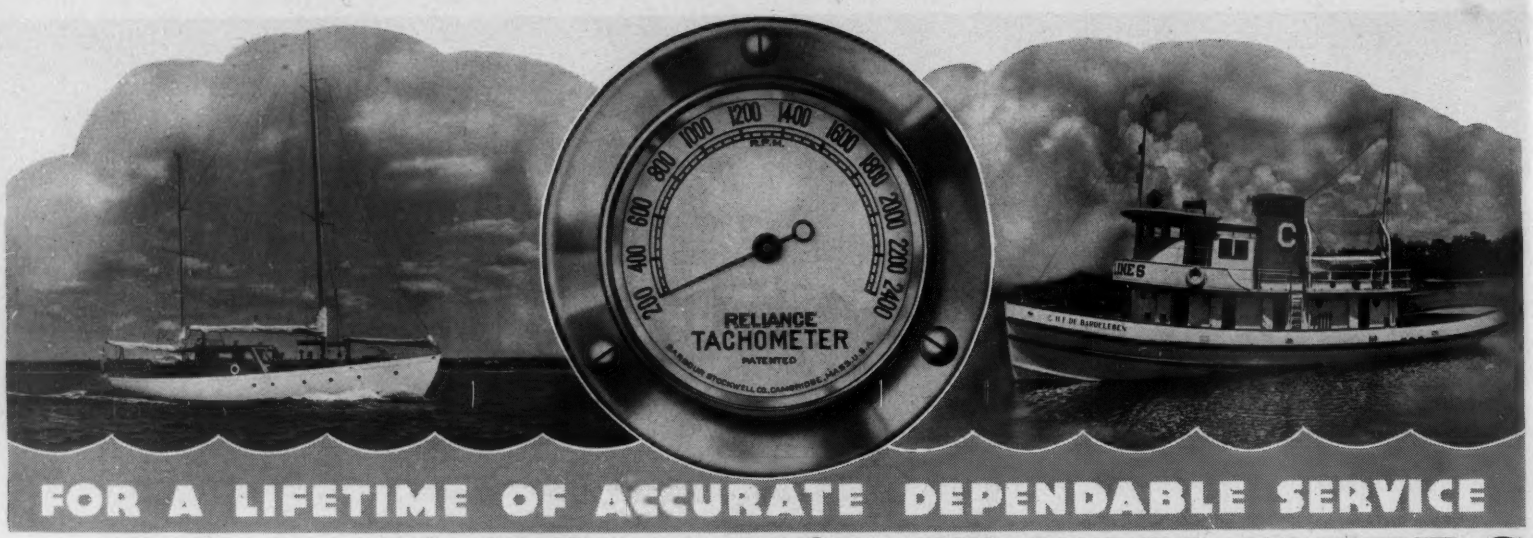

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ACCURATE and instant indication of r.p.m. have been essential to the successful development of the marine Diesel and to guard against damage that might result from overspeed and overload. Definite knowledge that the engine operates at the proper speed has been a safeguard of prime importance in Diesel testing and Diesel operation in service.

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the frustrated feeder would whirl about and retrieve it, for all the world like Rover on the beach at home.

JUST as the wonders of Marineland must be seen to be believed, so the delights of a cruise on the Inland Waterway must be experienced to be appreciated. And there is so much to see, so many places to visit along the way, that I can hardly imagine anyone ever having enough of it. So I hope to go again sometime and we may meet, perhaps, in those friendly waters under sunny southern skies.

THE WHALE SHIP "JUNIOR" MUTINY

(Continued from page 73)

"I object to the death penalty, secondly, because the real culprit, the person whose contriving brain and intriguing heart were the instigating cause of the mutiny, was not of the forecastle or the steerage but an officer of the ship. I believe the ends of justice make it the duty of the Government to probe this matter more deeply, that the culprit, deserving the punishment more than me or any other man belonging to the ship, may be revealed.

"To prove that I did not originate the plan of mutiny I point to the record made in the ship's log after I left the ship. There, I admitted that my knowledge of navigation was not sufficient to 'course' the ship. The Providence of God is in that record — it turns the suspicion and odium of the design away from me. If the proper means are used by the Government, the rightful criminal will be brought to justice and my memory, if the laws and society demand my death, will be relieved of the atrocities at present attached to it.

"Thirdly, I object to the sentence of death because, after I was invested with authority, I saved the lives of Mr. Nelson and Mr. Lord, the first and second officers of the ship. The other mutineers would have killed them. No act of mine would justify the assertion made during the trial that I was imperious, tyrannical, fiendish or oppressive. I maintain that I am not the bloodthirsty man the law would make me out to be and that the ends of justice would not be promoted by exercising the sentence of death upon me.

"Let that sentence of death be passed and executed and hereafter whenever any man finds himself in a position similar to which I found myself on the morning of December the twenty-sixth, in 1857, he will remember 'That dead men tell no tales' and will be tempted by remembrance of my fate to use his authority not to preserve but to destroy life and sink and destroy property.

"These are my reasons: Guiltless of bloodshed; led into crime by intrigue and complicity of an officer of the ship; and preserving life and property after the ship's mutiny; for these I claim I ought not to die.

"Before God who is my Judge — on my honor as a man — on my faith as a humble and penitent believer in the Lord, Jesus Christ, and through whom I hope for mercy, I declare that I believe I have uttered the truth."

THE judges were moved by this appeal but they said, in answer: "Plummer has been under arrest since July, a period of nine months, and it is reasonable to suppose that there has been ample time for gathering evidence. We must pass judgment only on what has been brought before us. If a stay of execution is desired, it is more proper to appeal to the President of the United States."

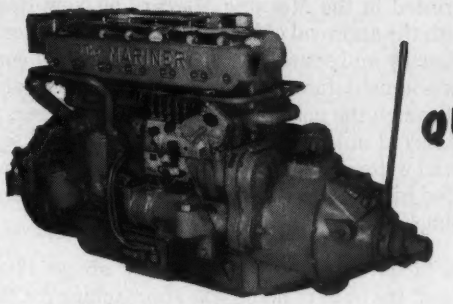
Then, turning to the clerk of the court, they instructed him to call the prisoner. Plummer rose respectfully and looked steadfastly, with firm countenance, at Judge Clifford as he read his sentence.

When the Judge had finished, tears fell upon the prisoner's white face. Later that day, Cartha, Stanley and Herbert received sentences of a little over three years, to be spent in various prisons of the state. The law of the land was satisfied.

BUT a number of influential people became stirred by a conviction that justice had not been done and that this youth should not die. A request for reprieve, which was unfavorably received, was forwarded to the White House and an active interest in Plummer's case spread out from a small circle of friends until it reached far beyond the circle of those directly concerned. As hope waned, efforts in Plummer's behalf became more vigorous. This is indicated in some editorials selected from an abundance of matter. All editors, however, were not unanimous and some expressed themselves as believing that the verdict and sentence were just and that the security of men at sea demanded that no emotional sympathies thwart justice.

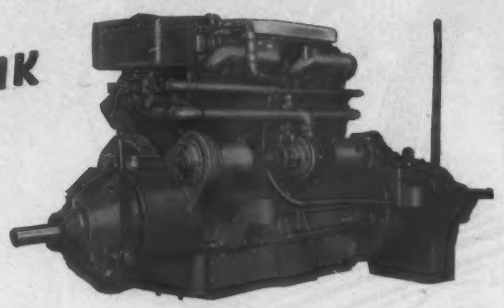
In the Boston *Journal* appeared a number of interesting articles in favor

Captains and Owners Acclaim
Mack Mariners

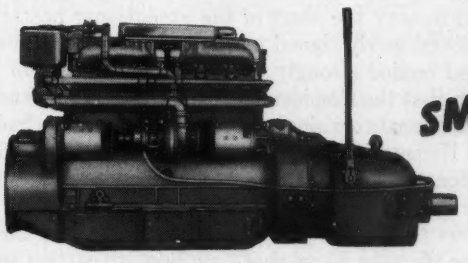


519 Y FOR YACHTS, 120 H.P. at 1800 R.P.M. Bore 4⅜" Stroke 5¾"—6 cylinders, Lanova low pressure combustion.

QUICK-AS-A-WINK STARTING!



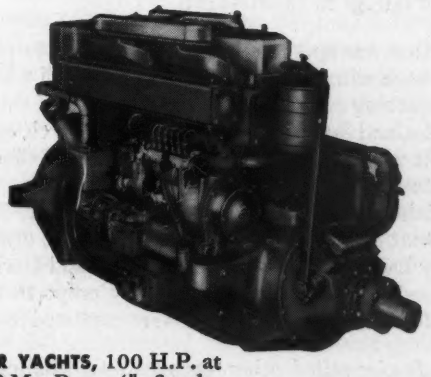
519 W FOR WORKBOATS, 80-100 cont. sustained h.p., speeds of 1500-1800 R.P.M., Bore 4⅜" Stroke 5¾"—6 cylinders, Lanova combustion.



605 Y FOR YACHTS, 140 H.P. at 1800 R.P.M. Bore 4⅝", Stroke 6"—6 cylinders, Lanova low pressure combustion.

SMOOTH-AS-SILK POWER!

605 W FOR WORKBOATS, 100-125 sustained h.p., speeds of 1500-1800 R.P.M. Bore 4⅝", Stroke 6"—6 cylinders, Lanova combustion.



405 Y FOR YACHTS, 100 H.P. at 1950 R.P.M., Bore 4", Stroke 5⅜"—6 cylinders, Lanova low pressure combustion.

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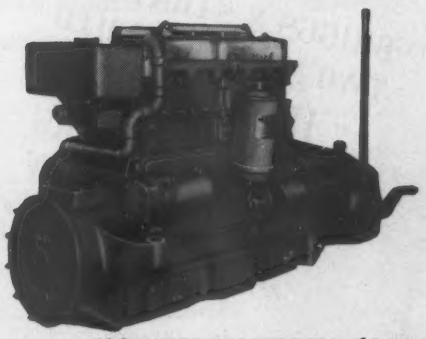

405 W FOR WORKBOATS, 65-80 cont. sustained h.p., at speeds of 1500-1800 R.P.M., Bore 4", Stroke 5⅜" —6 cylinders, Lanova combustion.

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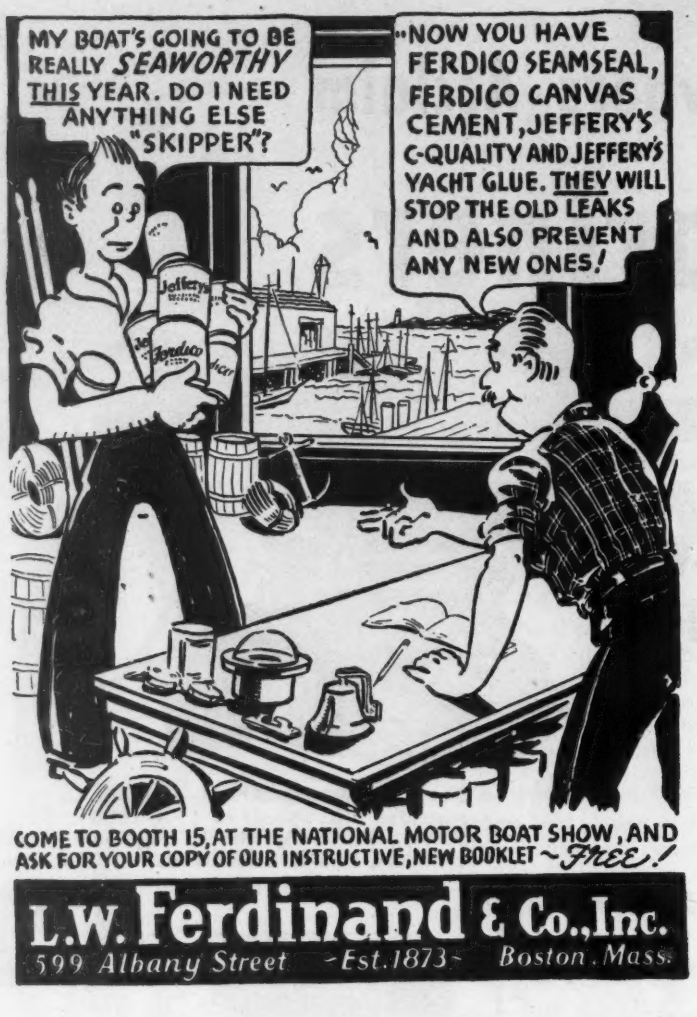
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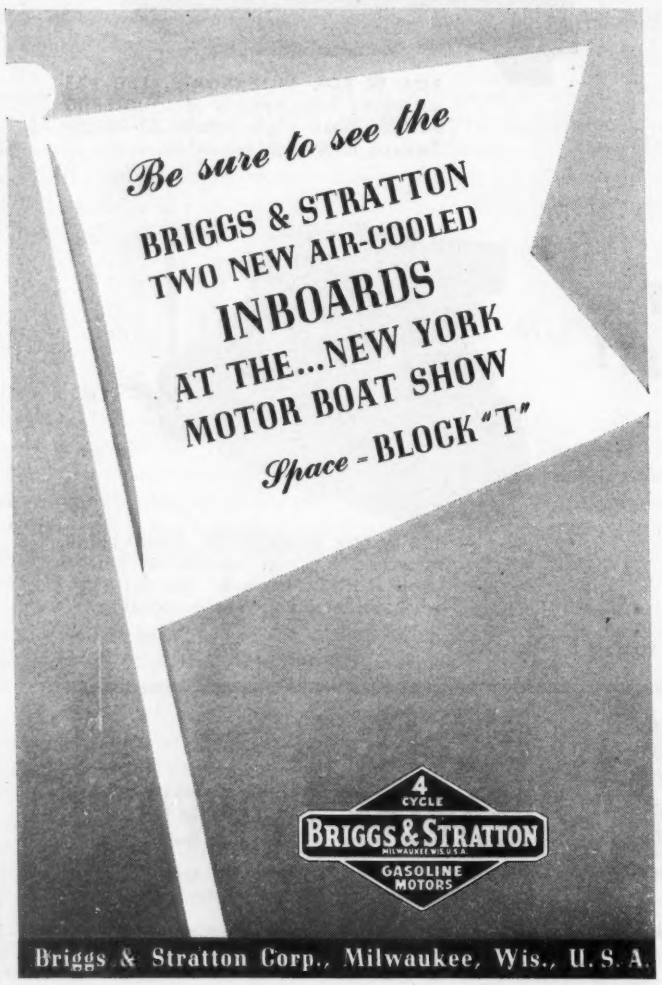


of Plummer. "Now no one can visit Plummer in jail without being convinced that he is not the hardened convict he is supposed to be. We are at a loss to know why the President did not grant a reprieve. Friends of Plummer hope to obtain additional evidence from Sydney where two of the mutineers are still at large. With but four days of preparation, this erring but repentent young man is to be launched into eternity."

NATURALLY, in New Bedford, where wives, mothers, children and sweethearts had loved ones at sea in constant peril, the sentiment was not adverse to the findings of the court. And the following is quoted from a daily paper of this seafaring town: "The owners of the *Junior* are not aware, neither do they feel under any obligation to any of the mutineers on the ground of humanity in sparing the lives of the surviving officers; neither do they believe a regard for their interests had anything to do with their exertions in extinguishing the flames when the ship was afire. They believe that the mate was spared wholly on account of the need of a navigating officer, the only person aboard who *could* navigate, and that the ship was saved from fire solely from motives of self preservation."

As late as June 23rd, one day before the date of execution, the following report was printed in the *Morning Mercury* of New Bedford: "President Buchanan, with the approval of his entire cabinet, has declined to interpose executive clemency and spare the life of Plummer by commuting his sentence to imprisonment for life"; but a hurried despatch followed this, stating that, through the petition of his spiritual adviser, the date of hanging had been stayed until July 8th. These two weeks' reprieve were busy ones for editorial writers and Plummer's friends. A great man, Ralph Waldo Emerson, added his signature to the documents that were hurriedly being sent to Washington.

AND while a bitter newspaper controversy about Plummer's sentence was being waged, the hour of doom was approaching for the convicted ringleader. As July 8th, the limit of the time extended by the President, approached, Plummer's friends feverishly prepared their last defense and appeal.

The Saturday before the day set for the hanging, a special group of those who hoped to stay the hand of the executioner hastened to Washington with a last and newly signed petition and with additional evidence which they alleged tended strongly to lessen the enormity of Plummer's crimes. It was then that the President realized that here was not an ordinary case of some unfortunate criminal who, through influence, had managed to reach the White House with his affairs. Twenty-one thousand, one hundred and forty-six signatures, the names of highly respected and influential citizens, prayed for his attention.

When less than twenty-four hours lay between the prisoner and the gallows, the *Morning Mercury* of New Bedford carried an article, forwarded by the Washington correspondent of the New York *Herald:*

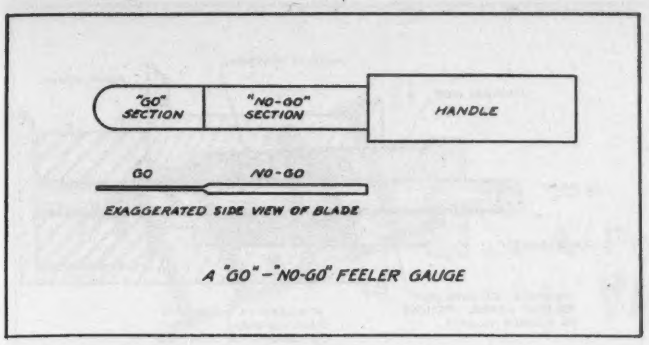
"Today the case of Plummer was considered in Cabinet Council and, after a thorough examination, President Buchanan decided to commute his sentence to imprisonment for life, and a messenger was dispatched to convey the tidings to Charlestown."

THE hour that was appointed for the hangmen to place a noose about the prisoner's neck witnessed his removal to the cell where he was often to relive, in disturbing memory, the ghastly events of the *Junior's* passage into the New Zealand Sea. When the following March came, his condition was such that it was hoped a plea of insanity would effect his release, but this failed. Sixteen years later, in 1874, President Grant pardoned Plummer.

None of the mutineers who were brought back to America suffered death but in distant Australia, not far from the scene of murder and mutiny in which they had participated, William Hall and Cornelius Burns, starving and harassed by the elements, furtively crept to the edge of the bush, searching for food and water, and were captured and hanged.

THE ship *Junior* sailed other voyages as a whaling vessel and as a merchantman and, although the blood stains on her bulkheads bleached white with the passing of the years, time could not dispel the horror that lurked in the dark corners of her low and heavy timbered cabin every Christmas night at twelve o'clock when the ship's bell dolefully sent eight staccato notes out across the seas.

The End



A "GO"–"NO-GO" FEELER GAUGE

TUNING UP YOUR MARINE ENGINE

(Continued from page 78)

4. Ignition timing advanced too much. Retard.
5. Valves sticking or misadjusted. Inspect and adjust.

One thing to keep in mind when adjusting the idling mixture is that high speed or running mixtures and idling mixtures come from different jets in the carburetor and have little or no bearing upon one another. Adjustment of the idling mixture has no effect upon engine power and almost no effect upon engine economy. Since the idling mixture affects economy only when the engine is turning in its idling range, and since the idling jet is entirely inoperative in most high speed marine engines after they have passed a speed of about 800 r.p.m., the total change of over all economy with a change in idling mixture is just about *nil*. For changes in economy and power as a result of mixture adjustment, such adjustments must be made upon the main jet needle valve or other main mixture adjustment screw.

Adjusting the Main Mixture Control. This adjustment is made with the engine fully warmed up to normal running temperature and with the boat in smooth, deep open water. There are three general mixture settings which may be used:

1. Setting for maximum power; high fuel consumption.
2. Setting for good power; good economy.
3. Setting for low power; higher economy.

A mixture which is over-rich to some extent (about 20 per cent rich) will give maximum power but will cause the gasoline consumption to be somewhat high. A mixture which is about "correct" will give just a bit less power (a decrease of only about 5 per cent) but will be economical. A mixture which is a trifle lean or weak will cause a further slight decrease in engine power and a further increase in economy. However, it must be strongly stated that a mixture which is *over*-rich or *over*-lean will defeat the purpose for which the adjustment was made. If the mixture is made altogether too rich, the power output of the engine will fall off, fouling of the plugs and combustion chamber will result, and performance will be generally unsatisfactory. If the mixture is made too lean, on the other hand, economy will suffer, the valves will overheat, popping-back and "missing" will become persistent and the power output will be low.

To make the adjustments: Have the throttle wide open and the clutch in the forward position. If the "correct" mixture is desired, turn the main mixture control in toward "lean" until the engine shows a definite drop of speed; then turn toward "rich" until the engine picks up about three-fourths of the speed which it lost in having the mixture adjustment go from a rich setting to a lean one.

Another method of setting the mixture control at the "correct" setting is to turn it toward "rich" until further turning produces no increase of engine speed. This is the absolute maximum rich setting. Then, while counting the number of half turns, screw the adjustment down toward the "lean" setting until the engine begins to "miss" and pop-back. This is the absolute maximum lean position. Then screw the control half way back or three-eighths back toward the "rich" setting and the "correct" mixture will result. For a heavier mixture, turn about four-fifths of the way toward the absolute rich position. For a lean mixture, turn the control toward "rich" just enough to prevent the engine from missing and popping-back.

When a lean setting is used, make such adjustment as desired, being sure that the mixture is not so lean as to cause missing and popping-back through the carburetor. When this is done, advance the spark a few degrees forward of the previously correct setting. Extra spark advance helps prevent the lean mixture from burning exhaust valves and causing popping-back through the carburetor.

Cleaning the Backfire Trap. The backfire trap which is affixed to the carburetor air intake should be cleaned when the engine is tuned up. Dirt

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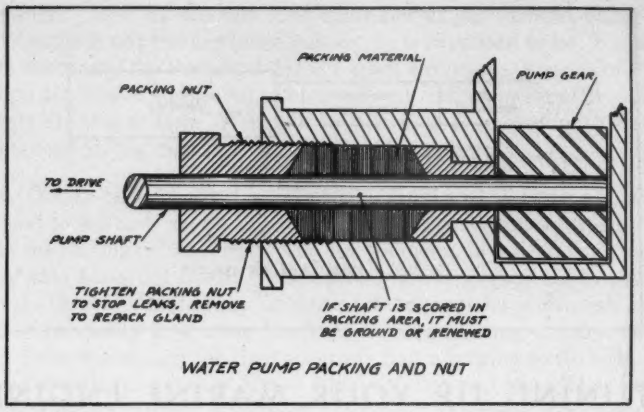

PACKING MATERIAL
PUMP GEAR
PACKING NUT
TO DRIVE
PUMP SHAFT
TIGHTEN PACKING NUT TO STOP LEAKS, REMOVE TO REPACK GLAND
IF SHAFT IS SCORED IN PACKING AREA, IT MUST BE GROUND OR RENEWED
WATER PUMP PACKING AND NUT

or other obstructions in the element or plates restrict the free passage of air and act as a "choke," thus causing fuel consumption to be high and power to be low.

The trap must be removed from the carburetor and the element or plates removed from the trap body. The plates should then be scrubbed with gasoline and a stiff brush until absolutely clean. After being air dried, the plates are assembled on the trap body and the whole assembly replaced tightly on the carburetor.

TUNING THE ENGINE FOR TROLLING. Trolling for long periods of time requires that the motor have smooth idling performance and the ability to run at low speeds without fouling, bucking or overheating.

Retarded spark contributes to smooth, even firing at low engine speeds. If the engine is equipped with a manual spark advance, no adjustments are necessary but the spark should be manually retarded during low speed operation and trolling. On engines which are equipped with automatic ignition advance, the spark retards itself through a governor as the motor slows down to idling speed. However, for continued idling, further retardation may be obtained by loosening the distributor housing and rotating the whole distributor toward the retarded position a few degrees. (Turning the housing in the same direction as the rotor rotation retards the spark.) When trolling is finished and continued high speed operation is again the order of the day, the distributor may be rotated to normal position.

Engines which are used for trolling should have exceptionally "tight" couplings and a propeller shafting system with a minimum of backlash and rattle. This, because when high speed engines are idled, they run unevenly and their light flywheels cannot keep their rotational speed absolutely constant. Therefore, in tuning an engine for trolling, a check and tightening of the shaft system is in order.

The spark plug gaps should be set a little wider than normal on engines which are used for trolling. For instance, if the recommended gap is 0.025 inch, the gap may be set to 0.030 to 0.032 inch. Too wide a gap, however, may cause missing at full throttle.

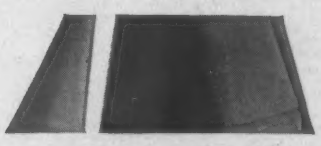
If a slight reduction in top speed and maximum power is not undesirable, two cylinder head gaskets may be installed in place of the conventional single gasket as a means of producing better trolling performance.

ADJUSTING VALVE CLEARANCES. Correct valve clearance is a function of proper valve timing and is a factor in quiet valve operation and engine reliability. The job of adjusting these clearances should, therefore, be done with the greatest care and utmost accuracy.

Whether the engine be of the valve in block or valve in head type, the procedure in adjusting valve clearances is pretty much the same. The valve tappet covers are removed, the adjusting screws cleaned off and the work begun. Suitable wrenches (three are usually needed), a drop light, a screwdriver and a good steel thickness or feeler gauge are needed. One wrench is put on the locknut and this nut is backed off a half turn. A wrench is then put on the adjusting screw or nut (on some valve in head engines a slotted screw is used; this calls for a screwdriver) and it is turned until the feeler gauge indicates correct clearance between the valve pusher and the bottom of the valve stem. With the adjusting screw or nut still held, the locknut is tightened up firmly and then the clearance is measured again with the feeler gauge. Because of the effect of tightening the locknut, the clearance will probably be off at least a part of a thousandth of an inch, so the locknut is loosened again, the adjusting screw or nut reset by slight turning, the locknut tightened and the clearance is again measured with the feeler gauge. This performance is repeated until the clearance is *perfect* with the locknut tight. Remember that, even though the feeler gauge shows correct clearance *before* tightening the locknut, the clearance will be incorrect *after* the nut is tight. Adjustment on the adjusting screw or nut must be such that the tappet clearance is correct after the locknut has been pulled to full tightness.

After each valve has been adjusted, go back to the first valve and work through them all, testing each again for correct clearance.

"TEAL"



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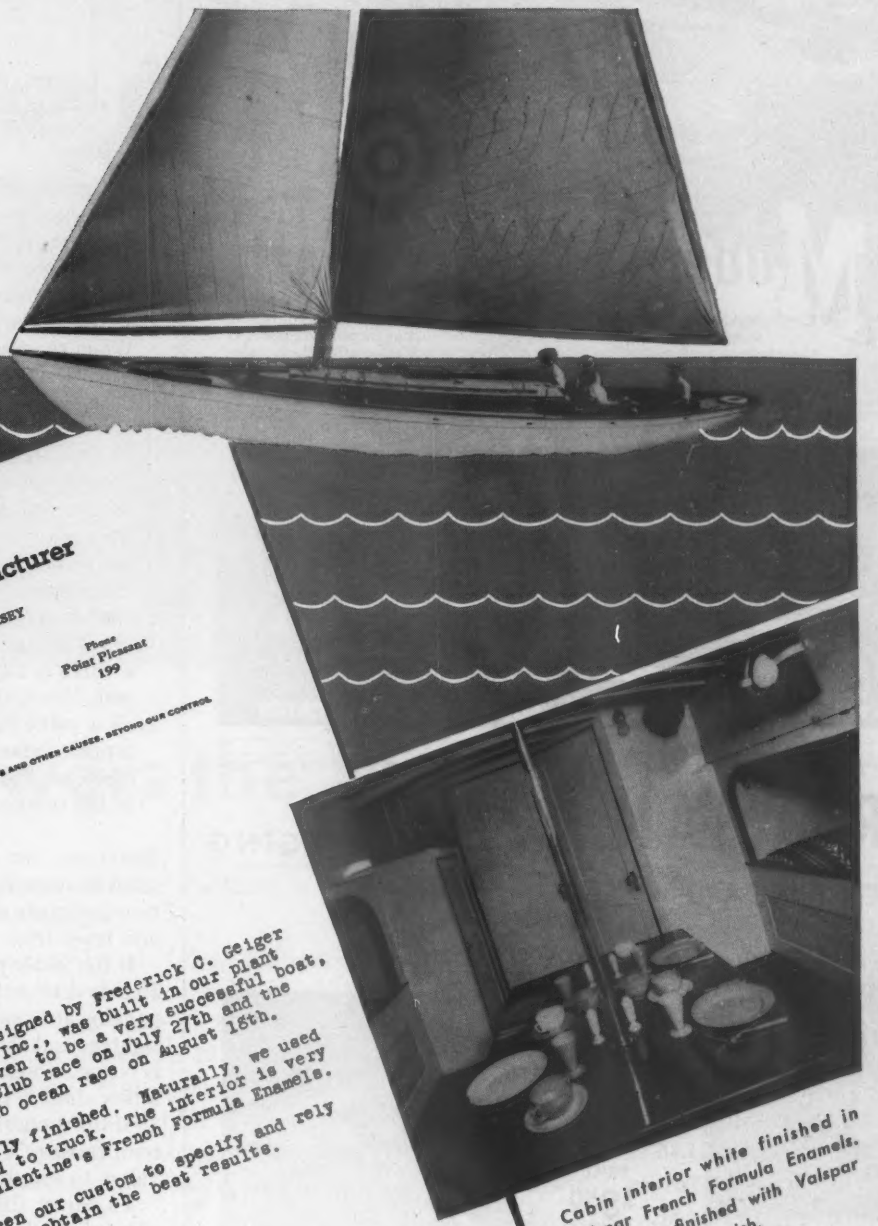

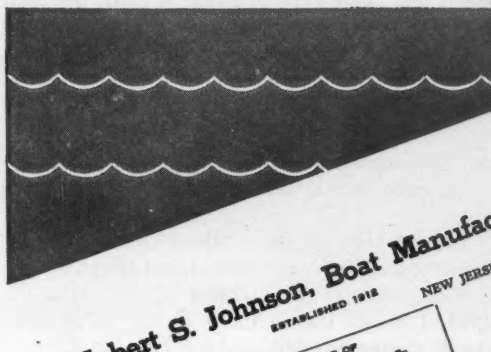

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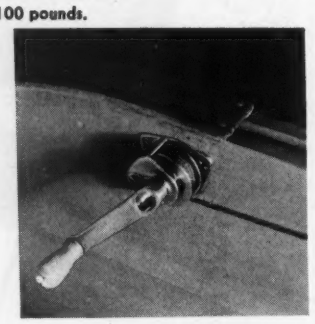

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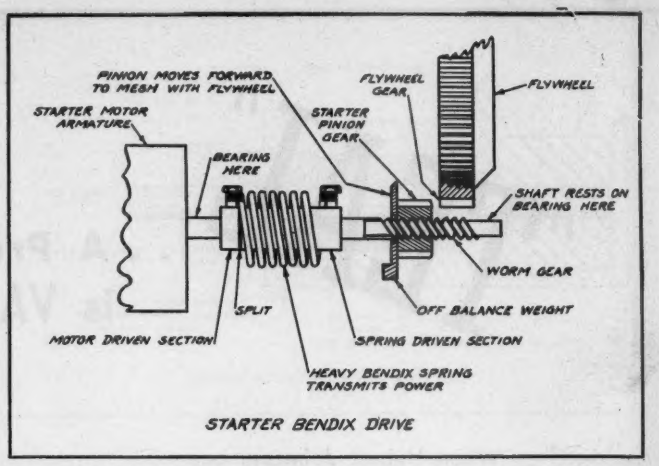


STARTER BENDIX DRIVE

A "go–no go" type of feeler or thickness gauge is an excellent type for valve adjustment. Such a gauge has a thin part, which is used to measure the clearance, and a thick section, which should not enter the clearance space. In use, the valve clearance is adjusted so that the thin part of the blade will enter the clearance space with a light drag but the "no go" or thick portion will not enter.

When the regular flat blade type of gauge is used, the clearance should be such that the blade of correct thickness will enter the clearance space with a slight drag or pull when moved between the two surfaces.

A Few Warnings on Valve Clearance Adjustment.

1. Be sure that the proper thickness gauge is used.
2. Be sure to use the manufacturer's recommended clearance.
3. Be sure that the exhaust valves do not get inlet valve clearance and *vice versa.*
4. Be *absolutely* certain that the cam which controls the valve "under operation" is rotated all the way around and that the nose of the cam is not holding the pusher up the slightest bit. To check on this: Before a valve is adjusted, rotate the engine until the valve just closes on its seat; *then rotate the engine an additional half turn.*
5. If a valve in block engine has a valve pusher with an unevenly faced tappet surface, the clearance will change as the pusher rotates. In such cases, set the clearance so that it is correct when the pusher has rotated to the minimum clearance position.

Servicing the Cooling System. All hose, water piping and connections must be inspected. Leaking pipes and hose on the *intake* side of the circulation pump are especially undesirable. If the system is equipped with a dirt and trash trap, clean it out.

If the water pump leaks at the packing, tighten the packing gland nuts. If this does not stop the leaking when the engine runs, remove the old packing and inspect the shaft. If it is smooth and even, install new packing, tighten, and then grease the pump. If, on the other hand, the pump shaft is pitted, scored and cut by sand, no amount of repacking will stop leaking; a new shaft is needed.

Many modern engines are equipped with devices for adjusting the water temperature. These devices are manually set, in the manner of a mixing valve, to supply the jackets with water at a suitable temperature.

To adjust the temperature: Run the motor until it is warmed up completely and then set the throttle at from one-half to three-fourths open with the clutch in forward position. Slowly move the adjusting valve lever until the thermometer indicates correct temperature. Leave the valve set in that position but watch the temperature indicator for about five minutes to be sure that the correct temperature is maintained. Any slight changes can then be corrected and the valve locknut tightened to maintain proper temperature adjustment.

Correct temperatures vary with different engines but, generally speaking, the water discharge temperature should not be less than 145°.

Tuning the Electrical System. The first step in tuning the electrical system is to inspect all wires and cables; if defective conductors are spotted, they should be renewed. This applies with particular force to the starter cables. If they are acid-eaten and thin, or if their insulation is poor, hard starting and slow cranking will result. Good battery cables are vitally important; in addition to this, it is important that the cables be as thick and short as possible because, with high current flow and low voltage, a thin long cable will put up terrific resistance to the flow of current to the starter motor.

If starter operation is poor, the unit itself may be removed for inspection. If the starter pinion gear is dirty, rusty or greasy, it must be cleaned. If the worm shaft or worm gear upon which the pinion turns is rusty or greasy,

Packard powers the Water Wasps!

WITH UNCLE SAM'S newest sea-going weapon — the patrol torpedo fleet — came new problems in power, new demands for rugged dependability.

This is the kind of assignment Packard likes to tackle—a challenge to the engineering skill stored up in 40-odd years of building engines of almost every description—air, marine, car and tank. Packard is proud of the part it is once again playing in the national service, for Packard is powering the "water wasps".

Heart and soul of the high-speed Elco fighting craft pictured above, of course, are the motors. The three motors in this *PT-10* torpedo boat churn up 1350 horsepower each—*4050 in all!* Hundreds of these super-marine engines are needed for this new development, and Packard is already fulfilling the trust that such a vital assignment indicates.

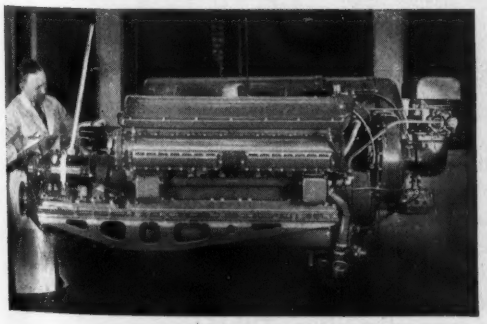
Nor is this all. Packard also has been chosen to build the battle-tested aviation motors which power the famous Hurricane and Spitfire fighters.

History repeats itself

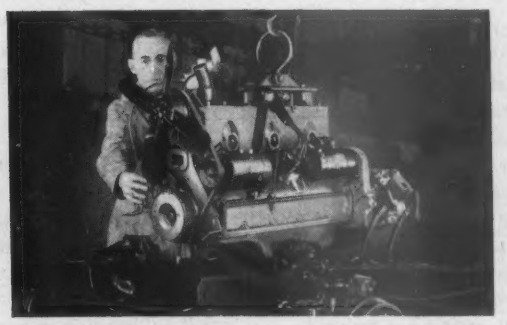
Already, Packard production experts are swiftly laying the groundwork for building thousands of these great power plants. Thus history repeats itself. For in the last war, Packard was co-designer and largest builder of that other history-making aviation motor —the Liberty.

These tributes to Packard's reputation as a maker of fine motors are important to the man who wants the utmost for his money. For, admire as you will Packard's smart new styling and luxurious interiors, the engine still remains the all-important heart of the car . . . a heart upon which its life span, and your motoring pleasure, depends.

SISTERS UNDER THE SKIN!



Heart of the Water Wasps—incorporating the latest in science and metallurgy, this 1350 horsepower Packard engine is the newest ultra-modern type of 60-degree V-12 liquid-cooled, super-charged design.

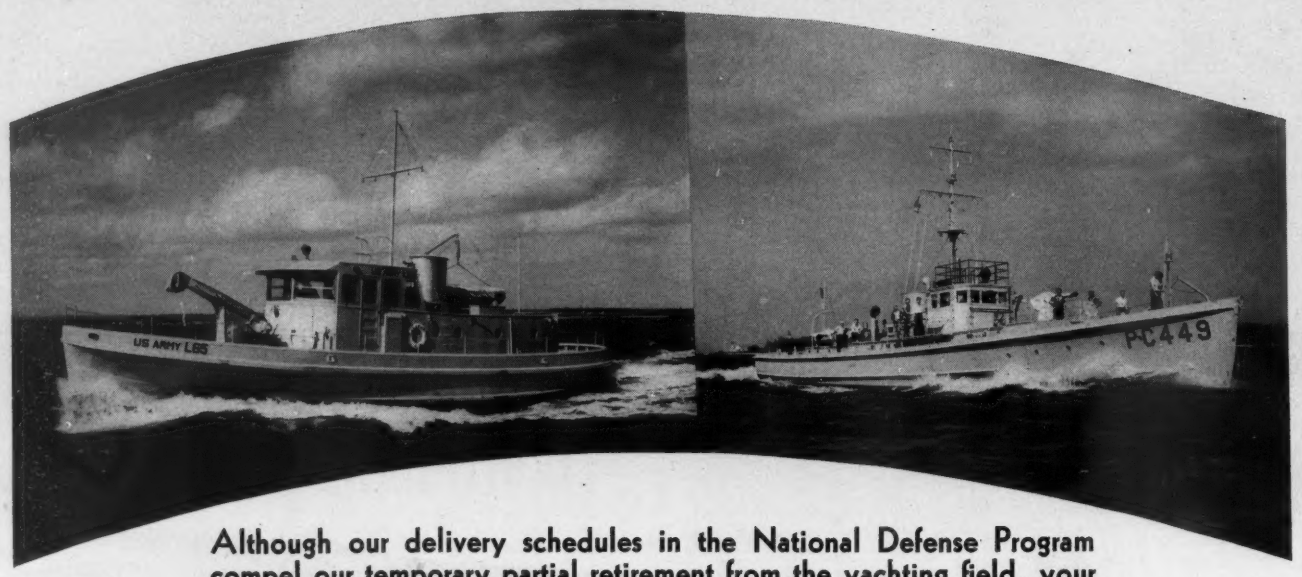


Heart of your Packard—one of the most dependable motors of all time. Despite its size, power, and fiery performance, its all-around thriftiness compares favorably with small "economy" cars, owners say.

Packard

ASK THE MAN WHO OWNS ONE

★ FOR NATIONAL DEFENSE ★



Although our delivery schedules in the National Defense Program compel our temporary partial retirement from the yachting field, your inquiries for new construction or reconditioning will receive prompt and careful consideration and dependable delivery dates will be submitted. The Luders-built boats here pictured were recently delivered to the Army and Navy.

LUDERS MARINE CONSTRUCTION CO.

DESIGNERS • BUILDERS • STORAGE • REPAIRING

STAMFORD CONNECTICUT

it, too, must be cleaned. If the Bendix spring is broken or cracked, renew it. If the teeth on the pinion are bent on the ends, dress them up with a file. The armature brushes and the surfaces which they rub must be clean and free from oil.

The generator brushes should be renewed if necessary and the fields should be clean and free from oil. The charge rate should be adjusted by moving the third brush until the charge rate, as indicated on the ammeter, is correct. The points in the relay box may be dressed off if they show pitting or burning. The generator bearings should be given a drop of heavy engine oil. Light "gun oil" is unsatisfactory because it creeps into the generator and gets on the brushes.

DOES YOUR WIFE TAKE TO BOATING?

(Continued from page 58)

Which brings us around to the original point of this story which, come to think of it, was supposed to be what women want in the way of boats, and this again divides up into our Types 1, 2 and 3. Type 3 wants nothing less than the *Queen Mary* and, unless you're prepared to buy her a *Corsair*, an *Orion*, an *Alva* or a *Nourmahal*, you'd better give the whole idea up and settle for a steamship ticket so she can meet you in Bermuda, or wherever you're going. Type 1 will be blissfully happy in whatever kind of a bucket you are satisfied with yourself. Which leaves us Type 2 to worry about again, and again with an infinite variety of tastes to satisfy.

This is further complicated by the fact that there is a difference between what most women want and what's good for them or, rather, what they will eventually prefer when and if they get to be real yachtswomen. Nothing better exemplifies the old saying that "you have to go a voyage to learn" than the reactions of women to boats. It's probably the best policy, if you are really trying to do a job of making a sailor out of your wife, to start by buying the kind of boat she thinks she wants (within reason) and then, by a gradual process of education and suggestion, swing her around, over a period of years, to the kind of boat, whether power or sail, that you really like. This involves some swapping of boats but, fortunately, this can generally be done without any great loss of money. And I've noticed that most men like to change boats now and then. Besides, it keeps the yacht brokers off the W.P.A.

Women like to regard themselves as the realists of the world and to snicker indulgently at their men's adherence to the traditional language and customs of the sea and to their acceptance of a certain amount of discomfort as a necessary, even desirable, part of the game. They see no reason for going without as many comforts and conveniences as can be gotten into a boat of any given size, and to this fact is partly due a decided increase in the below-decks equipment of small boats in the past twenty years or so. Which, in turn, has encouraged more women to go boating — a sort of benign vicious circle.

Their claim to realism, on the other hand, falls down in spots. A lot of women, especially newcomers in yachting, are beguiled by the externals. To them, the gadgets and spectacular interior decorative effects (frequently referred to as "boudoir finishes" by the masculine element) are the be-all and end-all of desirability in boats. They just can't believe that any builder who would think up such lovely color schemes might possibly have hidden a less-than-perfect job of boatbuilding behind those elegant panels. Or maybe they just don't care.

Fortunately, I have noticed, the women who really get to the point of living in boats and enjoying it outgrow a lot of their early foibles. They may, and usually do, continue to insist on curtains on the portholes, occasional new and decorative cushion-covers and such things. After all, there's no serious harm in that. But the more they know about boats, the more they want them to look, and act, like boats. It's a pure delight to hear some of these girls jeer at nautical monstrosities which, a few years back, they would have admired.

At the start of their nautical careers, most women prefer motor boats. This is partly because sail boats "tip." It is practically impossible to convince some women that a sail boat's "tipping" is a normal and desirable action and not the first step to a watery grave. Only experience will convince them that a heavy, deep-bodied sailing hull, with the steadying influence of her canvas, is more comfortable in a seaway than the lighter, quick-rolling power boat of conventional type. Other reasons are that the power boat offers more comfort and room, both above decks and below, than a sail boat of the same size and cost, that she gets from place to place more quickly and in a straight line, and that the woman has a feeling that, being used to driving a car, she can learn to run the power boat, whereas sailing is an incomprehensible mystery. In the long run, however, women's

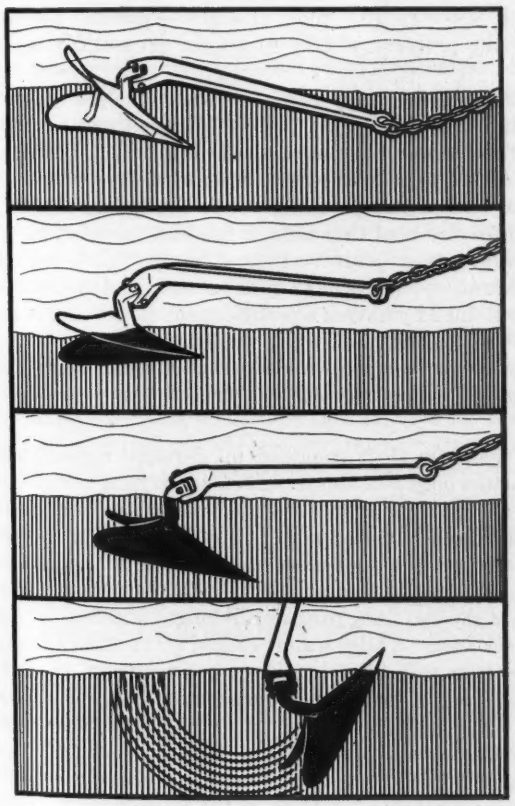
ARE YOU A STICK-IN-THE-MUD ABOUT ANCHORS?

YOUR true yachtsman, far from being hog-tied to habit and convention, will generally give innovation a sporting chance to prove its worth, especially when that innovation is already backed by sober testing and experience. It is in the expectation of this spirit that the following information about the Laughlin CQR Plow Anchor is presented here.

No Stock — No Unused Fluke — Less Weight

THE plow-type of anchor consists of one large fluke, expertly designed, somewhat like a plowshare. Its two parts, the single fluke and the shank, are attached to each other by a pin of high tensile alloy steel.

THE design is such that the anchor digs in as soon as the chain becomes taut, and continues to dig in as the strain increases. Then it plows itself out when the rode is up and down. The following sketches illustrate the plow anchor in operation.



Three Times As Much Holding Power Per Pound

FIRST developed in England to provide an efficient, *light* anchor for sea-going aircraft, and subsequently tested by Lloyd's and the Port of London Authority, the CQR Plow Anchor has been proved to hold 3.8 times better than the best standard, stocked anchors, and 11.1 times better than the standard stockless. Tests were conducted on various types of bottom, as follows:

Anchor	*Weight lbs.*	*Bottom*	*Drag lbs.*	*Value holding power divided by weight of anchor*
CQR	23		522.5	22.7
Stocked	25	Sand	247	9.9
Stockless	20		109.2	5.5
CQR	23		712	31.8
Stocked	25	Mud	142	5.7
Stockless	20		47	2.3
CQR	23		807	35.0
Stocked	25	Mud &	332	13.0
Stockless	20	Shingle	28	1.4
CQR	23		161	7.0
Stocked	25	Bad	95	4.0
Stockless	20	Holding	would not bite	0.0
CQR	17½	Firm	618	35.2
Stocked	25	Sand	257	9.9

AS a result of tests like these, the plow-type of anchor is now coming into use in the British Navy and Naval Air Force.

Safer — More Convenient — Costs Less

AMONG the advantages claimed for the Laughlin CQR Plow Anchor, the following are most commonly mentioned by yachtsmen who have tried the new design:

SAFER. (1) Two to three times the holding power per pound of any standard stocked anchor. At least ten times the holding power of any other stockless anchor. (2) Cannot foul chain when heaved, nor when used on tidal rivers or in shifting wind. (3) Less likely to damage paint in handling and stowing.

EASIER TO USE. (1) Less weight on your yacht. (2) Easy to haul and stow. (3) Easy to house in hawse hole. (4) Convenient for kedging. (5) No stock to foul the jib when coming about. (6) Always ready to heave at moment's notice.

COSTS LESS. While the price per pound is greater, the price per pound of holding power is less. No waste weight — no stock, no unused fluke. Reducing anchor weight saves time, effort and money.

Experience of Users

THE following comments, from individual owners* of the Laughlin CQR Plow Anchor, are a few among many expressions of satisfaction and confidence.

"I used the plow anchor for the last two weeks with great satisfaction. We only had one stiff blow in Northeast Harbor. . . . A good many boats dragged, but the plow anchor didn't move an inch."

"Tests in sand and gravel bottom, at 3 to 4 times depth and more, proved it impossible to drag a 35 lb. CQR with Keewaydin (370 A) 30 H.P. Gray auxiliary at full speed."

"Owing to the novelty of this anchor, I did not entirely trust it. I soon found that it was extremely convenient to handle. . . . The holding power of the plow in mud, clay, sand or shingle is about that of a good kedge three times the weight."

"The CQR anchor has saved me laying kedges on many occasions, and has done its work perfectly . . . I can safely sign myself a contented user of the CQR anchor."

*Names available on request.

Anchor Weight Required

This chart shows the weights of CQR anchors required to hold vessels of different tonnage, compared to the weights of ordinary anchors required to do the job.

Type	*Equivalent To*		*Holds Vessels of*
	Stocked	*Stockless*	
CQR 20 lb.	60- 80 lbs.	175 lbs.	up to 8 tons
CQR 35 lb.	90-120 lbs.	300 lbs.	up to 16 tons
CQR 60 lb.	150-200 lbs.	500 lbs.	up to 32 tons

THE Laughlin CQR Plow Anchor is manufactured by the Thomas Laughlin Co., of Portland, Maine — the same concern that "ironed" the *Sarmienta*, and other famous American sailing craft since 1866. Boat builders and yachtsmen — skeptical or otherwise — are invited to test out the new anchor for themselves. Use coupon today, for further information.

GOING TO THE BOAT SHOW?

Model Laughlin Plow Anchors Shown in Action — 3rd Floor, Booth No. 5

THE LAUGHLIN CQR PLOW ANCHOR

The Thomas Laughlin Co.
Portland, Maine

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Quote me a price for CQR anchor required for my boat, which displaces.....tons.

Name.....

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.....Send me the complete Laughlin Catalog of Marine Hardware, free to dealers and yards, 25¢ to others.

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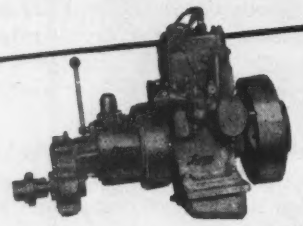
FOUR-CYCLE 2½ HP

• Built by the recognized leaders in small, 4-cycle marine motors, this new Lauson air-cooled outboard is setting new records . . . for gas economy, ease of operation and lasting dependability. Write today for free literature to Dept. Y.



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VISIT THE LAUSON EXHIBIT AT THE NEW YORK MOTOR BOAT SHOW — SECTION T

4-CYCLE OUTBOARD MOTOR . . . .

Runs 6 hours on a single gallon of gasoline . . . no oil in gasoline . . . automotive design . . . ball-bearing crank-shaft . . . perfect trolling speed . . . performs equally well in both fresh and salt water.

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Write Dept. C, Wagemaker Company
Grand Rapids, Mich.

Wagemaker WOLVERINE BOATS

See the Wolverine display at both the New York and Chicago Motor Boat Shows.

choice of sailing or power craft works out in about the same proportion as the preferences of men. The only trouble is that preferences do not always run the same way in the same family — which is strictly a family problem and none of mine.

So, if you're trying to talk the girl friend into letting you buy a boat, take her down to the Motor Boat Show and let her look around. If possible, steer her away from boats that are far too luxurious and expensive for your purse — she might come away with a lot of false expectations. Don't bore her to death by going into the difference between a reduction gear and a generator or try to explain why Philippine planking is better than sappy spruce. When it comes to a showdown on such matters, it's time to assert your masculine omniscience — after all, she ought to assume that you know something about it.

Rather, point out the features of your favorite boats which she should appreciate. The galley, for one. Most boats today are equipped in this respect in a manner to appeal to most any woman, particularly one who needs roller skates to get around her old-fashioned kitchen at home. But a word of warning here; don't bear down too heavily on the galley motif, lest the lady, especially if she does her own cooking at home, begin to suspect that by going to sea she'll only be swapping a large, immovable kitchen for a little one that jumps around under her. In fact, you might vaguely hint that you simply love to do the cooking when you're on a cruise and generally wash up afterward, too. But again, don't go overboard on this; she might hold you to it later.

Show her the undeniably attractive color schemes the builders work into their boats today, the cute little lockers and gadgets, the luxurious spring berths that have almost universally replaced the hard-pine-and-donkey's-breakfast bunks most of us started cruising with. Point out the sun-bathing possibilities of a broad deck or cockpit and the snug rainy day comfort of a cabin or enclosed deckhouse. In short, make it look good. If the boat salesman or broker and the husband or boy friend get together in advance and work up a system of signals and cross-questions whereby they can work as a team, it might help in some cases.

To end this story on a serious note, there are a couple of features, obtainable in any cruising boat worthy of the name, that are most important to women but to which few men give much thought — privacy and arrangements that solve the problem of how to appear presentable while cruising.

In respect to the first, a great many men, the writer included, know from experience that the fewer partitions and cubbyholes there are in a boat up to forty feet or so the more livable she is. This is true of a boat to be used by men and in a boat to be used by two married couples who have reached the "Turn your back a minute; I'm going to change my clothes" stage of familiarity. But in any boat that is to be used for mixed cruising, there ought to be some privacy. If your boat is not big enough to permit separate staterooms without spoiling the general accommodations, much the same effect can be obtained by having a really commodious toilet room which will also serve as a dressing room when the ladies want to shift to bathing suits, shore clothes or pajamas while the men are still absorbing that last, delectable highball around the cabin table.

In helping the women maintain their standards of personal appearance, a number of different factors need consideration. A place to hang one shore-going suit, a corner of a shelf somewhere for shaving gear and such odds and ends, and a sea bag tossed in the corner of your own bunk are about all a man requires. Women require a lot more, especially if the cruise is a long one entailing more or less shore-going and attendant dressing up. A girl wants a locker where she can hang dresses full length without danger of their being wet by deck leaks or bilge water; chafed by rubbing against the bulkheads when the boat rolls; discolored by strong sunlight pouring through a porthole, especially in southern cruising; and from which she can select the dress she wants without messing up all the others. She wants a shelf or locker for shoes; lockers or drawers for underwear, stockings, etc.; smaller drawers for those nondescript small feminine foibles groupable under the head of "dress accessories," a place in the toilet room for cosmetics and such, and a good mirror, full length if possible. (In self defense, let me add that these are suggestions I got for this story from several women accustomed to extensive cruising and not the products of my own imagination.)

Actually, all these things are matters of planning rather than space. You can work them into a pretty small boat, if you devote enough thought to it and if you do a bit of inquisitive visiting around, equipped with a tape measure and a notebook, on boats in which women have done a lot of cruising and found it comfortable and convenient.

Another point brought up by a girl who has cruised a great deal, and loves it, is the location of the galley.

"I don't mind doing the cooking," she says, "but I hate to miss any of the fun. I wouldn't cruise in a boat in which the galley is separated from the rest of the cabin. My galley has got to be a part of the main cabin, so that, while I'm cooking, I can also be in on the before-dinner drinks, stories, conversation, singing or whatever happens to be going on."

That's certainly little enough to ask and easy enough to obtain and should be considered in any boat up to the size in which the cooking is done by a paid hand, whether you're going to cruise with an all-stag crew or in mixed company.

THE BOAT OWNER SPEAKS UP

(Continued from page 45)

Most sedan cabin cruisers have open or almost completely open cockpits. Some people seem to have other ideas, however. A Philadelphia skipper wrote in a first preference for a sedan cruiser with a *covered* cockpit and a shower and added a special plea for more boats of this type.

The next question had to do with the always controversial question of round bottom versus V-bottom. Gallons and gallons of midnight oil have been burned over this question. Unfortunately, the answers do not contribute much in the way of a permanent solution of the controversy. For, although 68 per cent held out for round bottom, the owners of Chris-Craft and Wheeler cruisers, the most prominent V-bottom types, remained loyal to the "V's" by 3 to 1 and 2 to 1, respectively. This, and the fact that there were few comments on this question, seem to indicate that the argument is largely academic.

A Dayton yachtsman contributed the following on the subject of hulls: "With the short, wicked chop and steep seas in a blow, it is important to have a non-pounding hull for lake work. I'll take the roll. For use on the Algonac River, a flat bottom is okay. Incidentally, there will, no doubt, be a tremendous boom in boating on the western rivers where a heavy scow bottom has many advantages."

The answers to the next question, sheer (also a controversial subject), reminded us of the results of the recent pre-election polls. The vote turned out 51 per cent for continuous sheer and 49 per cent for broken sheer. Let's call it a toss-up.

Two questions on the power plant were asked: an expression of preference between a single engine and twins, and between gasoline and Diesel. We had thought the twin engine adherents would come ahead but were surprised by the wide margin of 71 per cent to 29 per cent. In general, the larger the size of their present boats, the more the owners favored twin engines.

Gasoline was favored over Diesel by a margin of 61 per cent to 39 per cent, not much of an edge, although it is only fair to state that many of those voting for Diesel remarked that, while they would prefer Diesel, they were afraid they couldn't afford it. As with twin engines, the larger the size of the present boat, the greater the preference for Diesel power.

The comments on power plants were both numerous and interesting. Many emphasized the safety factor of the twin installation. A New York yachtsman, who mentioned that he used his boat mainly to get about in the Virgin Islands where other transportation is scarce, put it in a nutshell when he said: "Single engine, if use is limited to close alongshore; twin engines, each a complete unit in every respect, for offshore work. Gasoline below forty feet in length — Diesel above forty feet." Another man put the dividing line between gasoline and Diesel at forty-five feet.

Another New Yorker said: "I prefer a large single engine for speed and simplicity but have expressed a preference for twins as I think the safety factor is much in their favor. My next boat will have twin engines."

There were, of course, a great many suggestions for improving the modern stock cruiser and some criticisms of current trends in design and construction. Requests for more soundproofing and freedom from vibration appeared most frequently. An Ohio yachtsman said on the subject of silence: "I am sure that much greater operating silence and freedom from vibration and slower engine speed, even at sacrifice of travel speed, would add greatly to the satisfaction of all interested in extended cruising."

There were several requests for greater attention to exterior detail, such as windshield wipers, cleats for breast and spring lines, and arrangements which give more consideration to the work that has to be done on deck. Galleys and toilets were said to be too small, one owner deplored the tendency to make interiors more "boudoirish" to get the woman's vote and, in many cases, one man would praise the thing that the next condemned.

Among the more or less constructive suggestions, however, were requests for inclusion of the following as standard cruiser equipment: Separate generating plant enclosed in well-ventilated and especially soundproofed compartment; storage tanks for oil and stove fuel; sight-reading fuel gauges, *that work;* greater cruising range and completely accessible and

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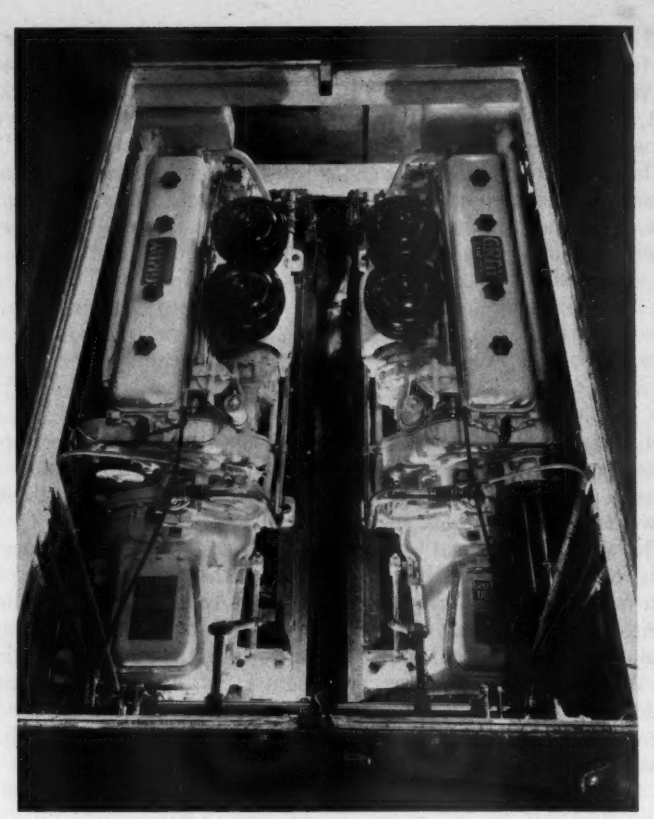

An installation of twin 6-cylinder Gray Marine Diesels of 165 hp. each in an Elco 57-foot motor yacht. Diesel power is becoming increasingly popular in the larger stock cruisers

easily removable engines. Also, signaling equipment; heating systems (to make it possible to stay in commission longer); double battery system; bilge pumps operated by the motor; automatic fire extinguishing systems; permanently installed radio telephone equipment and broadcast receivers; man-size ice boxes; spare anchors, and heavier planking. Strangely enough, many of those that requested the most also thought prices should be lower.

Yes, there's no doubt that a cruiser under fifty feet long is still a compromise in spite of improvements that are continually being made. The experienced owner knows it well and automatically eliminates the possibilities that won't fit his idea of what a boat should be. Choosing a cruiser is more perplexing to the newcomer, however. Talking it over with his boat-owning friends usually helps. But, if he lists all the "essentials" stipulated by a group of friends, he'll still have to compromise.

OBVIOUSLY, the first step is to get just as clear a picture as possible of just how the boat is to be used. If for long week-ends and extended cruising, you'll want every inch of locker and stowage space you can get, especially in the galley. High speed seldom makes for the pleasantest cruising. If, on the other hand, most of your friends at the club use their boats by day only and swing back to the home mooring for dinner and to spend the night ashore, the chances are you'll find yourself doing the same thing. In that case, a large, comfortable cockpit, with plenty of chairs and seats, is the important thing. If you like speed, have it. It shouldn't mean sacrificing any other essentials. For offshore fishing, bait boxes, fishing chairs, lockers for stowing tackle, etc., come first. Fishermen go out to fish — not for the "boat ride" — so they usually want plenty of speed to get them out there in a hurry.

Among our own thoughts on the importance of various features are the following: Don't worry too much about safe, seaworthy design in a stock power cruiser. Of course, it's of primary importance but, the point is, all the designs have been tried and proven. If you're ever caught out in some tough weather, your own seamanship, the dependability of your engine and other gear, and half a dozen other variables are going to mean a lot more than the slight differences in sea-keeping ability between one design and another.

Of course you'll want a roomy interior but, in comparing one boat with another in this respect, don't forget that once in a while somebody must get out on the bow to handle the anchor, fend off a dock, etc. It's well not to have the inside dimensions approach so closely those of the outside that only a steeplejack can make his way around the deckhouse.

Operating economy is important, too, but when you think of cost of operation, go farther than the cost of gas and oil. Our own experience shows that insurance alone costs more than fuel. The underwriters, of course, make the rates and you can't control them but consideration for the factor

NEW SPEED GEAR for Yachts and Cruisers

A new, lighter, shorter Twin Disc Marine Reverse and Reduction Gear will be displayed at the Motor Boat Show.

This improved gear has a very short drop to the propeller shaft. The new type of duplex clutches used eliminate the need for the clutch back plate, as the engine flywheel is machined to provide one of the friction surfaces for the reverse clutch, and the reverse pilot bearing is carried in the bore of the engine flywheel.

Many pleasure boat owners who, through lack of space have not, up to now, been able to install Twin Disc Marine Gears, will welcome this new design. See it at Booth 117, New York Motor Boat Show or write direct for complete specifications.

California: Los Angeles, Charles W. Carter Co.; San Francisco, Charles W. Carter Co. **Colorado:** Denver, Liberty Trucks & Parts Co. **Illinois:** Chicago, Wisconsin Industrial Parts. **Kansas:** Great Bend, Scheufler Supply Co. **Kentucky:** Lexington, Wombwell Auto Parts Co. **Louisiana:** New Orleans, Mechanical Equip. Corp. **Maine:** Portland, Southworth Machine Co. **Massachusetts:** Boston, Rapp Huckins Co., Inc. **Michigan:** Detroit, Whitney Brothers. **Minnesota:** St. Paul, Truck Parts, Inc. **Missouri:** St. Louis, Twin Disc Clutch Co. **New York:** Buffalo, Edward W. Rode; New York, Twin Disc Clutch Parts & Service of New York, Inc. **Ohio:** Cincinnati, C. McCash; Cleveland, Industrial Engine Parts. **Oklahoma:** Tulsa, Twin Disc Clutch Co. **Pennsylvania:** Philadelphia, Twin Disc Clutch Parts & Service of Philadelphia; Pittsburgh, Contractors Equip. Ser. Co. **Tennessee:** Knoxville, Automotive Equip. & Supply Co.; Memphis, Choctaw Culvert & Machinery Co. **Texas:** Dallas, Twin Disc Clutch Company; Fort Worth, John Muller Co.; Houston, Portable Rig Co., Inc., John Muller Co. **Utah:** Salt Lake City, Lund Machinery Co. **Virginia:** Richmond, Standard Parts Corp. **Washington:** Seattle, Twin Disc Clutch Co.

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12

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Designed by H. C. Hall, whose "HAWK" won the Prince of Wales Cup against 52 competitors.
Easily carried car top.
Stainless steel rigging, sails by Ratsey & Lapthorn.
Completed with the most modern fittings.

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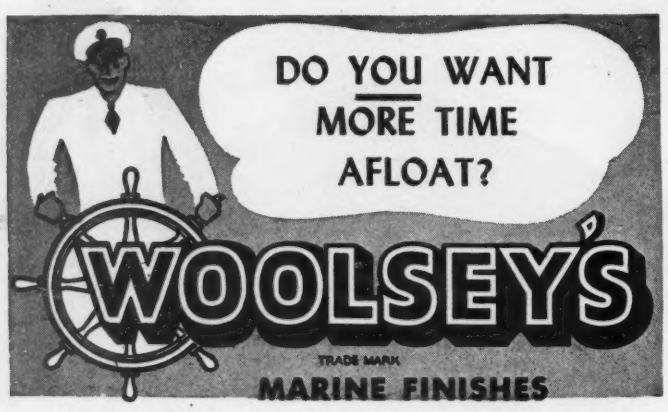

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C. A. WOOLSEY PAINT & COLOR CO. INC., NEW YORK, N. Y.

of reliability will help avoid bills for propeller shaft, wiring system, gas line troubles, etc.

The question of which boat presents the smartest appearance is entirely a matter of opinion. One person likes one design and the next favors another. In general, we like the lines of the modern boat and in most ways they are practical as well as attractive. But low, sloping windshields several feet ahead of the helmsman's position do not make handling the boat any easier. On some of the new boats, you can't see anything ahead but the horizon and a broad expanse of cabin trunk and forward deck. This is bad enough by day and is positively dangerous on a dark night with a bit of rain on the windshield. Investigate this aspect of design carefully.

WHEN you get down to the question of layout, it's most important to have a clear picture of how you are going to use the boat. Think ahead to a typical week-end next summer; where you will be and who will be aboard, where your guests will sleep, etc. Even the best planned cruisers haven't any too much room and that's why the sedan cabin type is so popular. A comparatively large proportion of the boat does double duty, as a bright, airy (or in bad weather, closed) deckhouse by day and as a sleeping cabin at night. Those choosing a sedan cabin cruiser, however, should remember that whoever sleeps in the deckhouse will be looking for lockers and drawers in which to stow personal belongings and that you probably won't want the bedding kicking around all day.

As for power, there's the question of how much, how many, and what kind of engine you want. While the safety factor makes twin engines almost a "must" for offshore work, and engine trouble can be inconvenient, to say the least, on any body of water, there's still something to be said for a single engine. The cost is less, the fuel consumption less, and there is considerable less likelihood of propeller damage.

How much engine power brings up the question of speed again. And, again, we say that, unless getting somewhere in particular rather than being on the water is the end in view, a slow to medium pace is more enjoyable than a fast one.

Whole articles could be written on the question of Diesel power versus gasoline. With Diesel, the fuel is much safer and considerably less expensive but the engines are larger, heavier and considerably more expensive. However, if you choose your boat first and then tackle the question of power (several options are usually possible), the problem is greatly simplified. For cruisers below 38 feet in length, you'll probably find that Diesel engines are too heavy or too high, or both. Over 45 feet, unless you're looking for high speed and need the lighter weight per horse power of gasoline engines to get it, the installation for Diesel should be carefully considered. Between 38 and 45 feet, the factors involved in any specific case usually tip the scales one way or the other.

UNDER THE LEE OF THE LONGBOAT

(Continued from page 70)

fuel, I was instructed to leave the wharf as soon as possible so as not to interfere with the launching of a motor boat from ways alongside the head of the wharf. I complied with the Vikings' wishes but couldn't help noticing some minutes later that the motor boat hadn't budged. Only a yacht club whose members never go visiting should fail in courtesy to strangers.

A LEARNED friend of mine, one-time member of the marine division of the U. S. Weather Bureau, took me to task three years ago for committing two mortal sins. One sin consisted in stating that the *Brilliant* carried a Guinny in a Force 5 breeze of wind in the 1936 Bermuda race. My other sin was a recurring one — namely, that I always overstate the force of a wind. We fought it back and forth, mostly in private and partly in print, and the row ended to my friend's satisfaction when he produced evidence from a couple of mates of steamers a couple of hundred miles away who reported that on the day we carried the Guinny the wind blew no more than Force 4.

Well, I never learn and I never forget. Turning the pages of George Mixter's excellent "Primer of Navigation," I found the reproduction of a page from *Teragram's* log of the 1936 race. To my astonishment as well as to my delight, I saw that the day was June 26th, the very day that *Brilliant* carried her Guinny long past the time when I'd have thought a boat could carry one. At three o'clock of that afternoon, when *Brilliant* was carrying Guinny, staysail, fore, main, fisherman, and main topsail and I recorded the wind as Force 5, *Teragram*, whose crew thought they had us in sight, was shortened to main, fore, jumbo, and small Greta. As well she might have been, for the entry in her log for wind velocity at that time was Force 6. . . . Now that I've produced corroborative evidence in support of my contention, I fear that my learned friend will dig up the mate of a steamer 400 miles away to buttress his side of the argument — namely, that no yacht can carry a Guinny in a Force 5 breeze..

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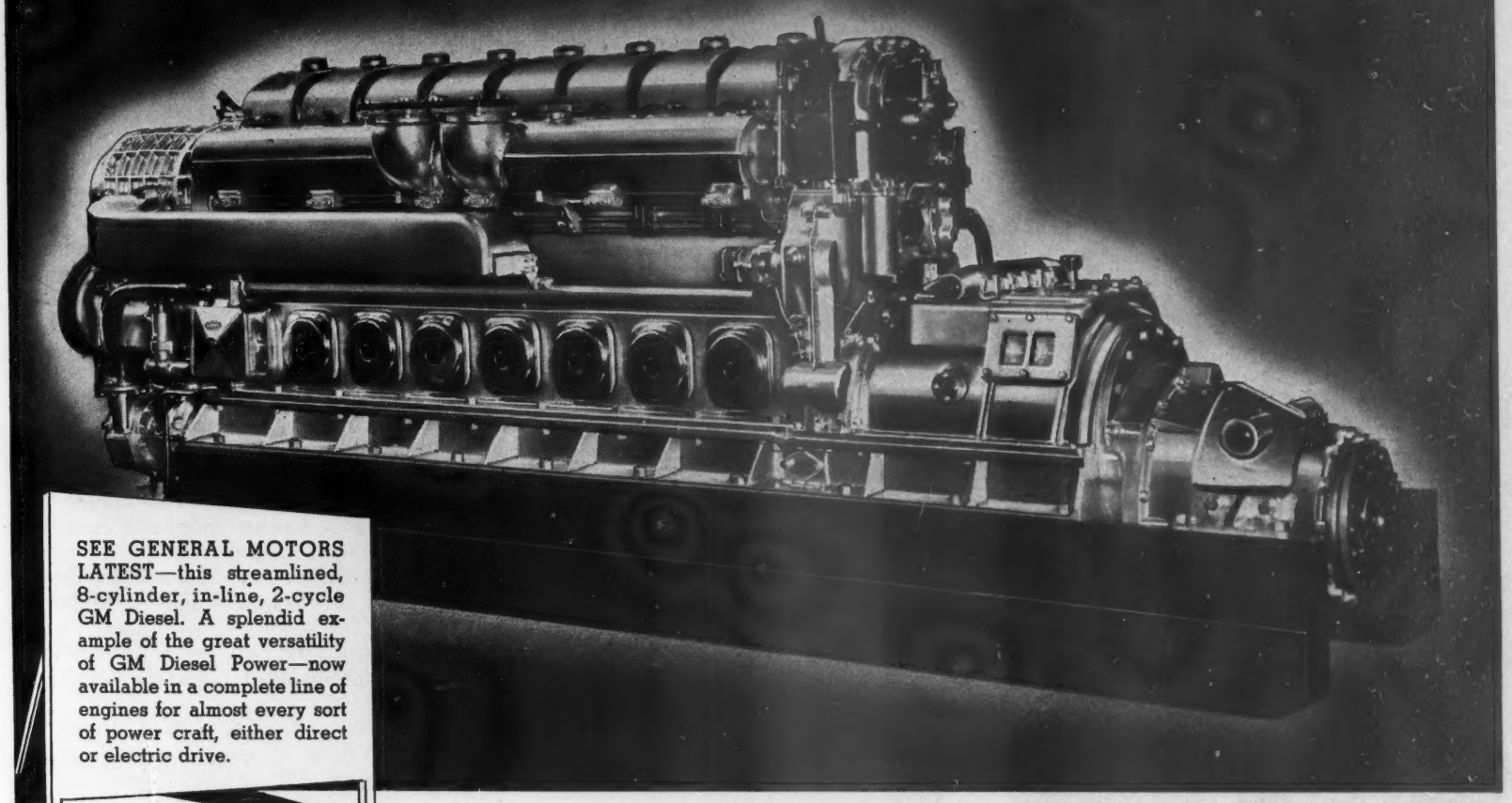
NEW *8-in-Line* GM DIESEL



SEE GENERAL MOTORS LATEST—this streamlined, 8-cylinder, in-line, 2-cycle GM Diesel. A splendid example of the great versatility of GM Diesel Power—now available in a complete line of engines for almost every sort of power craft, either direct or electric drive.

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For you'll see in this new type Diesel engine the sort of forward-looking engineering that is making U. S. Navy, commercial and pleasure craft the world's foremost performers.

And if you're one of those who make it their business to keep abreast of marine power advancements, you'll find in this exhibit the greatest example yet of General Motors' ability to make Diesel power more widely available, more highly desirable.

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General Motors Sales Corporation, Cleveland, Ohio

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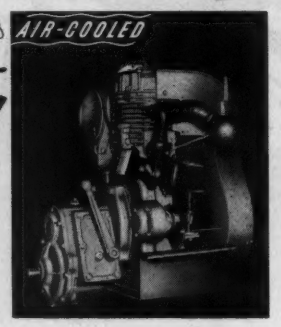

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WHAT OUR READERS SAY

▶ That Reef Again

The Editor:

I wonder whether Mr. Grover (see "What Our Readers Say" in December YACHTING) and his fellow unfortunates, who have come to grief on the bank of the Cape Cod Canal alongside of Light No. 11 at the junction of the main channel and that into Onset, are aware of the fact that all the steel pile dolphins on both sides of the canal are set back 125 feet from deep water.

A copy of the bimonthly information bulletin about the Canal for the period of November 16th–30th, available upon application from the U. S. Engineer Office, 31 St. James Avenue, Boston, makes special notice of this condition in part 3, section (f):

"Light No. 11 is located 125 feet from deep water as are other lights in the Hog Island Channel. Vessels should give this light a berth of 125 feet, with due regard for the flood current which sets into Onset and Buttermilk Bays."

It might be well to call attention to the recent shift in location of buoys and channel into Onset Bay.

R. CUTLER LOW

Hingham, Mass.

▶ Actual or Theoretical?

The Editor:

I have read with interest the article in the December issue of YACHTING entitled "The Relation of Size to Speed" by Davidson and Connelly, but am puzzled by the diagrams. For instance: Figure 3 shows that a 36-foot boat in a 12-knot breeze makes good dead to windward about 5.3 nautical miles per hour. Figure 4, same boat, same wind, speeds through the water (for best speed made good to windward) 6.6 knots.

Isn't the distance sailed through the water going to windward about 40 per cent more than the straight line distance (very roughly and not considering leeway)? I would think that, to make good 5.3 nautical miles dead to windward in one hour, a boat would have to sail through the water at about 7½ knots, or better; or do these "theoretical" boats sail less than three points off the wind instead of the four points which is more usual in actual practice?

As I read this diagram, a 36-foot boat in a 12-knot breeze gets dead to windward only 20 per cent less than the distance actually sailed. Sounds like a miracle to me.

I am certainly not suggesting that Messrs. Davidson and Connelly do not know what they are talking (or writing) about, but where and why am I "all wet?"

W. T. HASKELL

Port Washington, N. Y.

▶ The article in the December YACHTING alludes to, but perhaps should have emphasized a little more positively, the fact that the speeds given on the charts are for modern, well-designed boats, under favorable circumstances — clean bottoms, relatively smooth water, "clean" rigging (in the aerodynamic sense), well cut and properly trimmed sails, etc. This means that the curves represent more or less "limiting" speeds attainable at the present stage of the designing art. These speeds for the different sizes are strictly comparable because they disregard all allowances — which would have to be arbitrary — for unfavorable circumstances.

The extent to which the curves "idealize" the performances of actual boats naturally varies with different boats. The exact figures for the 36-foot boat in a 12-knot breeze, to which Mr. Haskell refers, taken from the large scale originals of Figures 3 and 4 of the article, correspond to sailing 3.3 points from the wind, which makes the speed made good dead to windward about 79 per cent of the sailing speed. The good old rule of thumb that any reasonably able boat ought to sail 4.0 points from the wind makes the speed made good nearly 71 per cent of the sailing speed.

For the same sailing speed, then, it will be seen that the difference of speed made good amounts to 8 per cent (and that is a lot in a race) but that the difference of pointing amounts to less than ¾ of a point. If one chooses, these differences may be said to be between average and top performances (remembering that it is all too easy to lose ½ to ¾ of a point in sailing any boat). There are enough cases on record to show conclusively that the top performances do occur — see the reference to *Ranger's* performance in the article by the same authors in the July, 1940 issue of YACHTING.

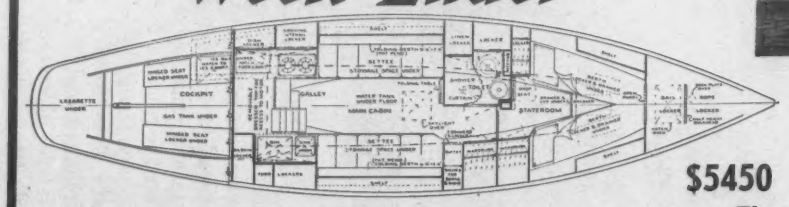
KENNETH S. M. DAVIDSON

Hoboken, New Jersey

Abbott's 1941 Fleet

38′ 10″ x 27′ 0″ x 9′ 9″ x 5′ 10″. Sail Area 660 Sq. Ft.

Week-Ender



$5450

Phil Rhodes' masterpiece, in this size, based on tank-tested models and actual performance of five other boats of his design. Abbott's depressed cockpit, wide fitting-free decks and interior refinements resulting from inch-juggling and experience. Shower for the ladies, folding cabin berths (patent pending), outside-fill ice box — and of course 6′ 1″ or more headroom everywhere, with no step in the floor.

The New Week-Ender, like her famous predecessor, has proven accommodations and sturdiness. To this she adds distinguished appearance and exceptional speed under sail and power — demonstrated by the first boat during her December trip to City Island.

The first New Week-Ender was sold the day she was publicly announced.

31′ 4″ x 23′ 6″ x 8′ 6″ x 4′ 7″. Sail Area 444 Sq. Ft.

Over-Niter

$3975

These prices are firm ONLY until January 18, 1941. Substantial increases will be necessary thereafter.

Two-years-worth of satisfied owners and no used boats for sale are the best possible reasons for continuing the Over-Niter without change. Designed by Charlie Mower, she has proved herself able and fast.

My First Mate and I lived aboard O-N 17 most of last summer and frequently had guest couples, with perfect comfort for all. But since many prefer two more big lockers, the three-bunk layout is standard.

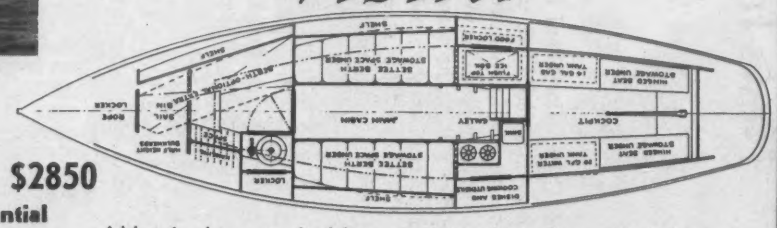
Depressed cockpit, wide decks, full headroom and common sense use of all space — characteristic of Abbott boats — are present in the Over-Niter.

The last boat delivered (June 27, 1940) was O-N 22.

All models built by Palmer Scott, New Bedford, Mass.

29′ 0″ x 20′ 6″ x 8′ 0″ x 4′ 6″. Sail Area 372 Sq. Ft.

Visitor



$2850

Abbott's objects in the Visitor were to obtain the smallest size and cost with full headroom, good looks, sensible accommodations and creditable performance.

The dog-house partly solved headroom — but it took the finesse of Phil Rhodes to keep it from being an eyesore. Depth of hull did the rest, but that threatened performance. So "wetted surface" lines were lengthened and slimmed to prevent the hobby-horsing so characteristic of many tabloid tubs.

Two bunks were planned (with a third as the limit) to assure comfort not crowding, and prevent hill-climbing due to excess live ballast in the cockpit.

The first Visitor was sold the day after she was publicly announced.

Seadog Models **— of all three boats, identical except that they omit expensive refinements, at substantially lower prices.**

Samples **— New Week-Ender and Over-Niter at City Island, N. Y. NOW. Visitor sample before February 25th. Inspection by appointment only.**

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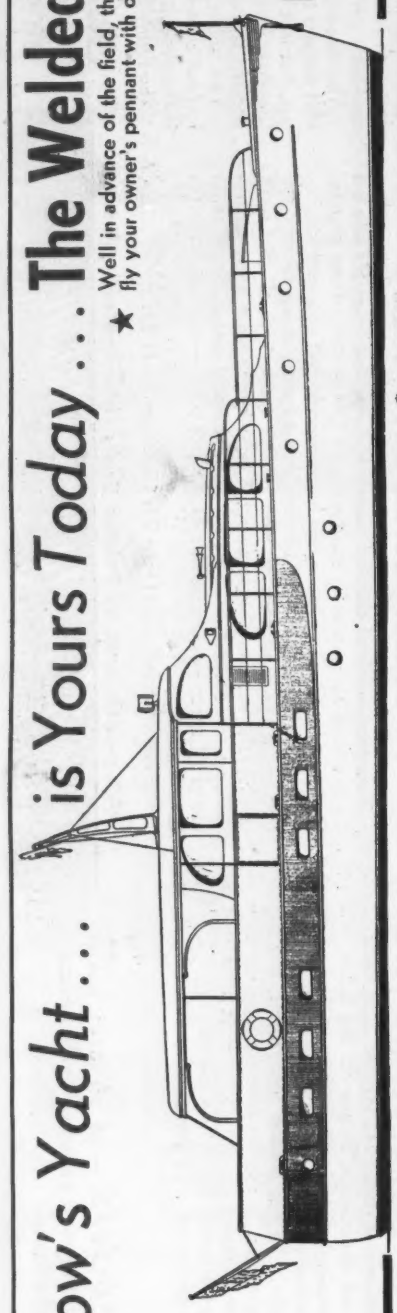

BURGER "62"
Welded Steel
. . . for a
Great Lakes
Yachtsman

News from Yachting Centers

SOUND WAVES

By Lee Scuppers

▶ Commodore Paul H. Smart, the Noroton Y.C. and the Central Long Island Sound Fleet of the Star Class have established something of a record for forehandedness in the matter of advance scheduling of an important yachting event. As early as a month ago, they obtained from the I.S.C.Y.R.A. the necessary official approval for the fifth annual John Taylor Arms Trophy series which will be held at Noroton, June 21st–25th.

This event has come to be regarded as sort of a private race week for Stars and each year has drawn entries from more distant fleets. It never gets the publicity it deserves in the daily prints because it always manages to conflict with an ocean race, a more or less important cruise, the intercollegiate championships, or something. There are only so many yachting writers and no one has yet devised a method for having them cover three events in three different ports at the same time.

▶ Bob Johnson, who won the Miami-Nassau Race three straight times with *Stormy Weather* and then had considerably less luck last year with *Good News*, is the first Northern yachtsman to file entries for both the Nassau and St. Petersburg-to-Havana races this winter. H.R.H. the Duke of Windsor, new governor general of the Bahamas, has put up a new trophy for the Nassau contest and Skipper Johnson would like nothing better than to start *Good News* off on a winning 1941 campaign with the Duke's prize.

▶ Apparently on the assumption that anyone who has a wife who sails a boat as well as Mrs. Meinertz can well afford to devote more time to class business, the Atlantic Class Association has elected Freeman L. Meinertz, Brooklyn banker and bridegroom, to the chairmanship for 1941. William A. Kirk, of Manhasset Bay, is secretary-treasurer, and Mills Husted, of Indian Harbor, chairman of the rules committee. This board also includes Mrs. Frederic Camp, Charles A. Gordon, James Sheldon, George Nichols and George Hinman.

▶ Old Lee has had the dubious privilege in recent weeks of listening to various experts propound their plans for revising the present method of scoring points in Y.R.A. championship regattas. He is thoroughly convinced that, if any of these systems are adopted, it will be necessary to retire Ernest Stavey from the Y.R.A. secretariat and replace him with four or five bright young men from the S.E.C. Even the simplest of these mathematical monstrosities makes the Manhasset Bay racing circular look like light reading for kindergarten children.

▶ A number of these filbertian figure fanciers had their innings at recent class association meetings, but by far the most cheerful and heart-warming news developed at any of these sessions was Corny Shields' announcement to the International One-Design sailors that the Royal Bermuda Y.C. was eagerly awaiting a Long Island *vs.* Bermuda team race at Hamilton in the spring. The first to sign up for the invasion was Steve Szotkowski, who discovered Bermuda in 1940 and has been homesick ever since his return.

▶ *Rope Yarns.* . . . *Fad*, the power boat formerly owned by Vice Commodore LeRoy Clark, of Larchmont, has been sold to Frank Gulden, of Islip, former commodore of the Bay Shore Y.C. . . . George Dvorak announced his engagement to marry and, almost in the same breath, allowed as how his Star boat, *Juno II*, was for sale. . . . Fritz Friedrichs, former commodore of the Harlem Y.C., has sailed on his last voyage. . . . In the event that any of you winter-bound Star sailors from the Sound decide to get away from it all, the midwinter and Bacardi Cup series will be sailed at Havana, January 25th through February 1st, and the Southern Y.C., of New Orleans, has scheduled the spring championship for March 29th–April 4th. . . . Early Larchmont converts to the Wet and Shivering Order of Loons are Howard McMichael and Shep Smith, a couple of BO skippers. . . . The Port Washington Y.C. has instituted a series of bi-weekly lectures on various yachting topics to keep its members interested over the winter. One of the most popular was "Seagoing Cooking." . . . The International One-Design skippers are thinking over a proposition to hold a week-end cruise next summer. Fred Horton, of Horseshoe Harbor, has offered to run it. . . . Those prosperous fellows you see at the fashionable bistros are yacht brokers who have sold all those big wagons to Uncle Sam's Navy. Nice work if you can get it. . . . W. G. (Jed) McCullough, of Larchmont and Stamford, has sold his power boat *Standby* to James H. Winfield, of Bermuda, through the office of Sparkman & Stephens. . . . Only two of the Sound Internationals are for sale this winter. . . . The

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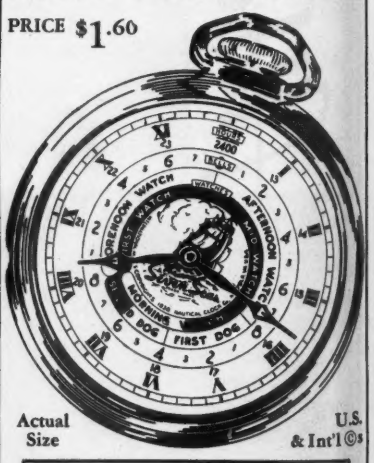

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NORFOLK, VA.

Storm Trysail Club is planning another of its rousing rendezvous for some time during Motor Boat Show week. . . . Add appropriate names for racing dinghies: *Idiot's Delight*. Teddy Talmadge sails this one in the Larchmont BO fleet. . . . The, oh, so delicate "N. Y. Times" always lists Dick Hill's "X" boat as *Fanny*, or *Dunker*, but never *Fanny Dunker*, which is the correct name. Afraid, no doubt, of offending some yachtsman's tender sensibilities.

DETROIT RIVER AND LAKE ERIE NEWS

By Walter X. Brennan

▶ January will see the ice yachting program get under way here on a scale never before equalled — weather permitting. Interest will center in the largest boats: those of the unlimited class, which carry from 450 to 850 square feet of canvas, and the small, Skeeter craft which often trim the big boats with a mere 75 (measured area) square feet of spinnaker material. Classes A (350), B (250) and C (175) seem to be passing out of the picture.

With the masses going for the Skeeters or Class E craft — few folks can afford the big ones — the Skeeters will probably create most of the interest through this season, the exception being the occasion when John Buckstaff, of Oshkosh, Wis., arrives for his attempt to take the Stuart Cup back home with him. Rey Jacobs' *Ferdinand* trimmed the Wisconsin team last winter to bring it to Lake St. Clair. This will be the fourth year of racing for the trophy on alternate courses which seems to indicate it is more difficult to defend than to win.

▶ C. C. Gallagher, of Detroit, well-known mechanic and engineer on Gold Cup racing boats, is finally building a boat for himself. She is not a Gold Cup boat, but a 90 per cent sailing craft. The boat will be 44 feet over all and will be built of steel, from designs by William Atkin. The craft will be ketch-rigged and carry a small motor for power. The hull is being plated diagonally, a method similar to that used in the construction of Fred Holmes' 42-footer which was recently completed. The Holmes boat is conceded by every yachtsman and builder who has seen her to be the best piece of metal hull work ever seen on a small craft.

▶ Detroit and Chicago yachtsmen have been working on a plan for a Naval Yachting Auxiliary which may be publicly announced any day. They contend that there should be some common ground on which the yachtsmen and the U. S. Navy should meet; that at present there is no way in which the Navy can use the vast experience available in yachting circles. Yachtsmen feel that they can certainly be of more value to the Navy in national emergency than to the Army.

▶ The Bryan Boat Works, of Wyandotte, Mich., has completed two new 1941 cruiser models — one 18 feet in length and the other 22 feet over all. The hulls are adaptations of the Bryan round bottom, smooth planked sea skiff design which the firm has been building for thirty years. While the hulls are planked with cedar, all superstructure is of rugged oak construction, finished natural. All Bryan boats are powered by Gray.

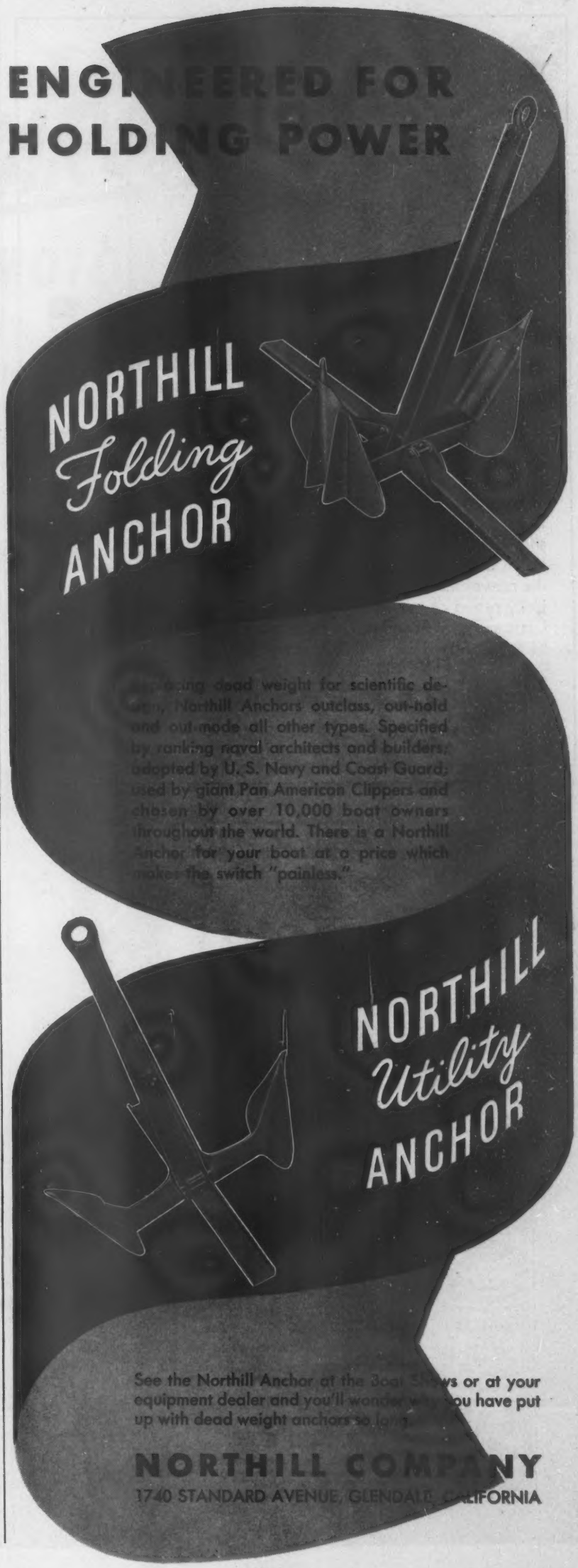
▶ No definite plans have been made in mid-December for the charter of boats by Detroiters to sail in the Florida races next month. Two groups have been seriously studying charter listings and may close deals during the Boat Show.

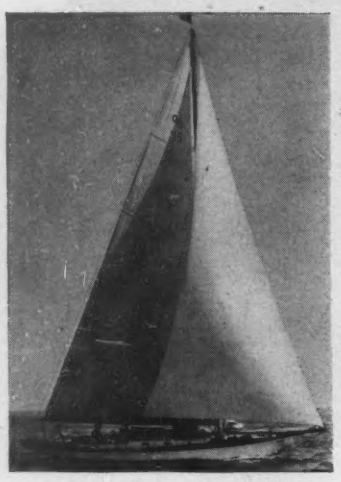
▶ Michigan yachtsmen probably recovered more of their gasoline tax money in 1940 than any year since the state automobile gasoline tax has been on the books. Previously, claims for refund had to be made within three months or, in other words, a boat owner had to take time off in mid-season to file a claim for his early season gas tax refund. This year, the limit was six months, which allowed the yachtsmen to sit down at the end of the season and figure out just how much of his money the state had.

▶ Don C. Van Pelt will head the Detroit Power Squadron for 1941 as the result of the recent election. Dr. A. E. Voeglin was elected Lieutenant Commander; Mark L. Rowley, first lieutenant, George Drennan, secretary and H. A. LaMarre, treasurer.

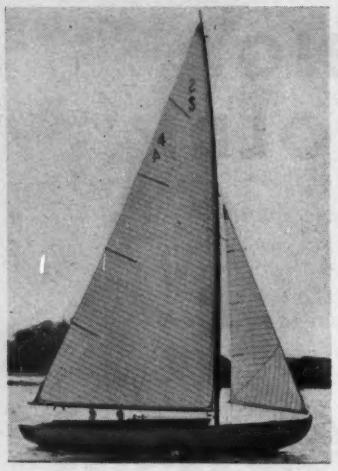
▶ New Commodores for 1941 are: Bayview Y.C., Herman Petzold; Erie Y.C., Eben Gunnison; Sandusky Y.C., George Michaux; Detroit Y.C., Elliott Shumaker; Sandusky S.C., Shelden Rowland; Toledo Y.C., Charles Kramb; Buckeye Lake Y.C., C. E. Smith; Crescent S.Y.C., Harold T. Corson.

▶ The Crescent S.Y.C. will make a strong bid for the Snipe Class internationals at the annual meeting in January, in New York. Crescent has been a center of Snipe racing for several years.





PECUSA, REV. H. C. BENJAMIN
Winner 1940
Larchmont Race Week, Div. 5, 1st Place; City Island Cornfield, 2nd place; Huntington Overnight, 1st place; Bayside-Block Island, 4th place.



"ALLONS," THEO. H. CLARK
Winner 1939 and 1940
Season Championships "S" Class Long Island Sound. Larchmont Race Week, six firsts, six races; Manhasset Bay week, three races, three firsts. An unbeatable record.

From Newfoundland to Peru. . . . From Coast to Coast. . . . In far away New Zealand and Australia. . . . In fleet Championships, in Sectional Championships. . . . Yes, even in International Championships our sails have proven that *extra power* — the power that wins — that can be built into racing sails. We are justly proud of our long list. . . . of Stars, Comets, Snipes, "S" Class and larger Yachts . . . whose owners consistently reorder Larsen Sails for their top rank racing craft.

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FLORIDA TRADE WINDS

By Vivyan Hall

▶ Figures given by the U. S. Engineers' office at Norfolk show the number of pleasure boats passing south through Virginia in October to have been 302, as against 236 in 1939 and 197 in 1938. The office at Jacksonville reports 240 boats southbound into Florida in November, compared to 219 for November of the previous year, the largest month hitherto. This means more though, perhaps, smaller boats in Florida this winter.

▶ Some 35 boats, under the direction of John E. Burks, commander of the local Power Squadron, went up the inland waterway to welcome the American Power Boat Association's cruise to Miami. Chester A. Bentley had started out from New York with seven boats, had ten in his fleet through the Chesapeake, and brought five of the original group through on schedule in 36 days. This demonstrated that organized group cruising down the 1500 miles of the inside route is possible, pleasant and profitable.

▶ Meeting as guests of the Smyrna Y.C., on November 17th, the representatives of Region 5 of the A.P.B.A., reëlected Walter E. Engle, of Lakeland, regional chairman and assigned dates for the winter regattas. John Gugel, Tampa, was made vice chairman and the directors elected were: Frank Alderman, Fort Myers; Keith Chinn, West Palm Beach; Russ J. Christy, New Smyrna Beach; Ted Houser, Miami; Dr. C. W. Larabee, Bradenton; Alonzo Rogers, Jacksonville; Franklin M. Sawyer, Cocoa; and John Wilhelm, St. Petersburg. The Star Island Trophy was made the award for the outboards for the winter series.

▶ Jacksonville is rushing construction on a new municipal basin located at the nearest point on the inland waterway and about fifteen miles from town. At Vero Beach, a new "T" head pier has been built, doubling the capacity of the city docks. These docks are on the eastern side of the inland waterway and are handy to the ocean beach at Reomar. The Fort Pierce city basin has proved a decided asset to the town's business, visiting boats having made sufficient purchases to pay the basin's cost twice over since its construction three years ago. Among the yachts stopping there recently have been Edsel Ford's *Onika*, Jacksonville; M. F. Reddington's *Annette R*, New York; J. L. Peters' *Debutante*, Detroit; H. Malchow's *Nemo III*, from Atlanta.

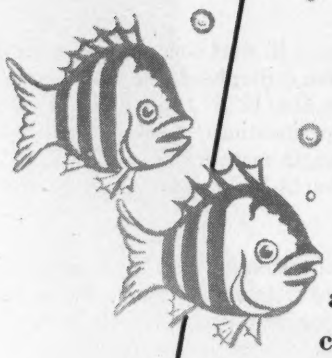
▶ Palm Beach is building a new $150,000 basin with a depth of nine feet. These docks are planned to take care of 60 to 70 large cruisers and houseboats. Meanwhile, the piers at the Palm Beach Y.C. have been well filled with boats. Among them were B. W. Morris, Jr.'s, *Roaring Forty IV*, from Essex and Naples; B. Davis Crowninshield's *Bachelor*, Annisquam; Thomas R. Mullins' *Seagoin' II*, Brooklyn; Frank M. Gould's *Mariposa*, New York; Arthur Curtis James' *Lanai*, Coconut Grove; and Gene T. Dyer's *Star Dust*, of Palm Beach. Yachts at the West Palm Beach city docks have included the Madigan-Hyland *Sybil*, from New York, and the Gregory McIntosh *Mojo*, from Cleveland.

▶ At Melbourne, a complete boat repair plant has been built up by Lawrence Allen and called the Melbourne Boat Basin. Facilities are available for docking boats up to 200 tons and the plant also includes a well equipped machine shop.

▶ The Big Bayou and St. Petersburg Yacht Clubs were hosts in November for the initial regatta of the Florida Sailing Association. Forty-seven boats competed in seven classes, with 14 Moths and 12 Snipes furnishing the greatest excitement. Winners and the clubs they represented were: Moths, Forrest Lee's *Dopey*, Miami; Snipes, Jimmy Cochran's *Blue Nose II*, Clearwater; Fish Class, Wallace Riffley, St. Petersburg (this class swaps boats); Sail Area, Large, Jack Pope's *Rebel*, Buccaneer; Sail Area, Small, Larry Day's *Cyanide*, Big Bayou; Crickets, Jerry Gwynn's *Ga-Wa*, Miami; Girls' race, Emily Cobb's *Hunk a Tin*, Big Bayou. At the Association meeting following the races, the Tampa Y. and C.C. and the Buccaneer Y.C., also of Tampa, were admitted to membership. Regatta dates assigned were: Palm Beach, February 23rd; Clearwater, March 14th, 15th, 16th; Tampa, March 22nd, 23rd; and Miami, March 30th.

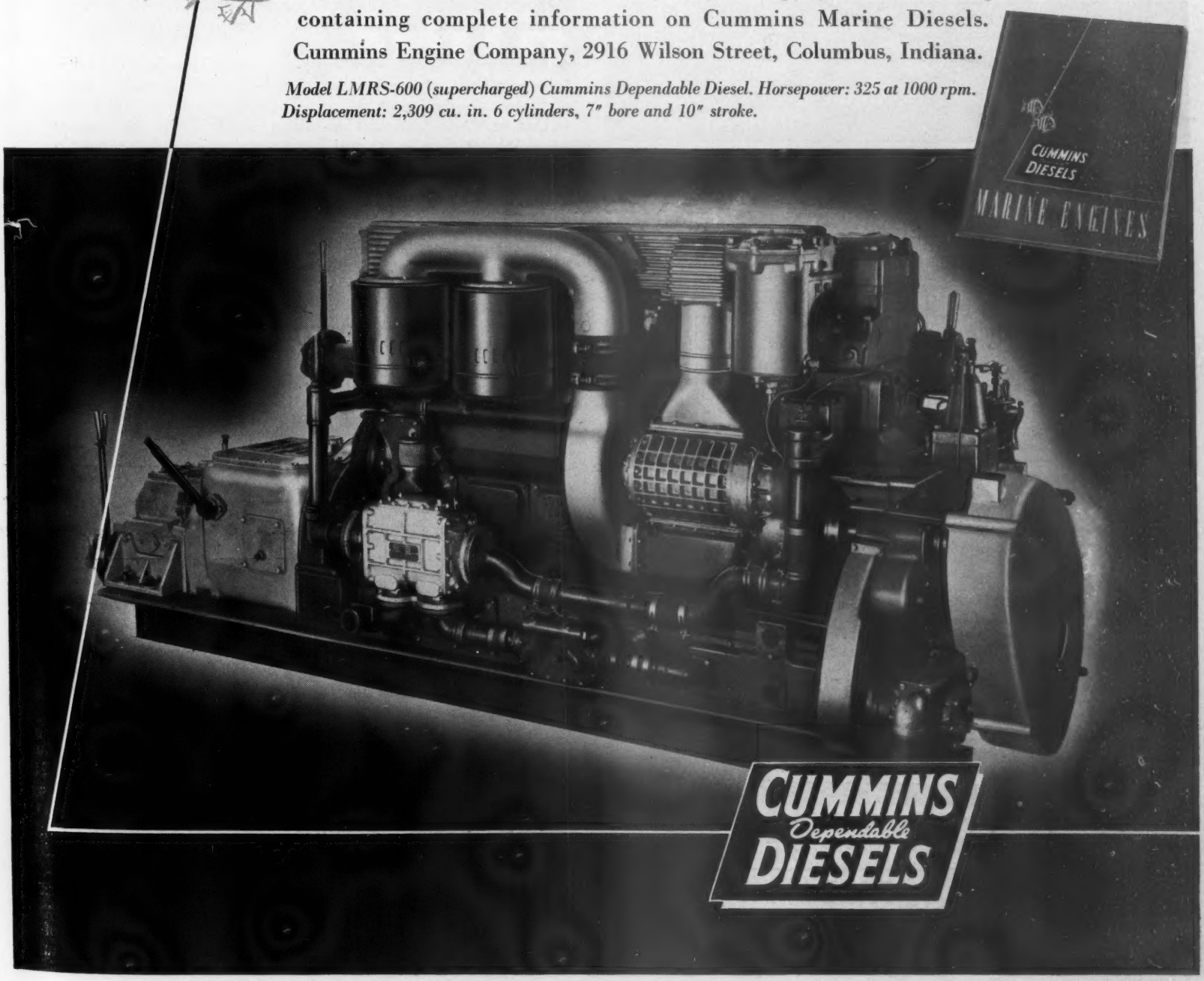
▶ The St. Petersburg-Habana race committee in its circular included not only the details of its own twelfth annual race but also details of the other four southern ocean sailing races. Since then, Stewart Kenyon and other Cat Cay authorities have announced a sixth race to be sailed there by the fleet returning from the Miami-Nassau Race. Any boat taking in this 1941 series will visit Habana, Nassau, Cat Cay, Key West, Miami and St. Petersburg, six of the most attractive West Indian ports, all within thirty days.

SEE THE NEW SUPERCHARGED MODELS AT THE MOTOR BOAT SHOW



Cummins Dependable Diesels will make the National Motor Boat Show headlines with the introduction of a complete line of *supercharged* models. The three *supercharged* Cummins Marine Diesels—all to be displayed at Grand Central Palace, January 10-18—offer the same reliability, economy, flexibility and instant starting which have so long made the Cummins Dependable Diesel a favorite with boat owners from coast to coast, *plus* the outstanding development of *supercharging* which increases the output approximately one-third with a substantial reduction in weight per horsepower. See these new models at the 1941 Boat Show. Write today for your copy of the new catalog containing complete information on Cummins Marine Diesels. Cummins Engine Company, 2916 Wilson Street, Columbus, Indiana.

Model LMRS-600 (supercharged) Cummins Dependable Diesel. Horsepower: 325 at 1000 rpm. Displacement: 2,309 cu. in. 6 cylinders, 7″ bore and 10″ stroke.



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DE LUXE Model — constructed for hard usage, with gimbal to hold any size rod. Detachable cast polished bronze side arms and back make it easy to stow away. Complete with stanchion and 8" flush deck plate with plug and key. Also available with a locking device which prevents motion in a seaway.

SPECIAL $50.00 with chrome fittings $57.50

CABIN LAMPS

Polished Brass with Gimbal BRACKET

These Cabin Lamps are properly weighted for perfect balance. Double-swing wall bracket insures steady light in rocking boat.

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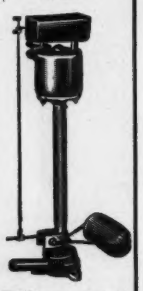
AUTOMATIC ELECTRIC BILGE PUMP



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12-32 volts slightly higher.

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MASSACHUSETTS BAY FLASHES

By Ed Earle

▶ A major racing class looks confidently to the summer of 1941. The Thirty-Square-Metre Association held its annual dinner and set July 21st–23d as tentative dates for the Roosevelt Bowl series in Buzzards Bay, subject to the approval of the Beverly Y.C. The chances of any international color are war-dimmed but a greater number of the Marblehead "30's" than last year will compete for the noted trophy which was won last by John S. Lawrence's cup-collecting *Moose*. The Eastern Ladies' Plate series for the long-ended class will be sailed earlier than last year but not the week after Marblehead Race Week.

The 1940 officers were reëlected with Edwin Ginn, president; James T. Connolly, Jr., vice president; E. Sohier Welch, treasurer. Commodore Daniel E. Watson, of the Corinthian Y.C., John S. Lawrence and Ernest B. Dane, Jr., Charles P. Curtis, veteran owner of *Ellen*, and John S. Lawrence, of the nominating committee, were absent in the South and their places were filled by Richard W. Blackmur and Commodore Watson.

Walter (Jack) Wood's splendid colored racing pictures rounded out a pleasant evening.

▶ Quincy Adams Yacht Yard, Inc., will start construction of an auxiliary cutter from the designs of Sparkman & Stephens, Inc. Her general dimensions are: 57′ 5″ over all, 40′ water line, 12′ 5″ beam and 8′ 4″ draft. The yacht is to be built to the highest specifications — double planked Mexican mahogany, teak decks, all the strength metal work in Monel.

Work for many highly skilled yacht builders is assured for the winter and spring.

▶ Commodore Homer M. Clark, of the Sandy Bay Y.C., has acquired the 44-foot cutter *Nocturne* (ex-*Penrith*) from John Nelson, Jr., of Baltimore, through the office of John G. Alden. She probably will be raced in the handicap cruising class next season.

▶ The office of Eldredge-McInnis, Inc., reports the sale of the 33-foot sport fisherman *Honker* from Ben Crowninshield to Mrs. Edna G. Chamberlain, of Boston. *Honker* was built for Mr. Crowninshield several years ago by Graves, of Marblehead, and has gained fame by her record tuna catches in Massachusetts Bay. In the deal, Mr. Crowninshield acquired the Chamberlain-owned sport fisherman *Escapade*. The 48-foot auxiliary schooner *On Time* has been sold by R. W. Linscott, Jr., of Alabama, to Thomas J. Mumford, of Amesbury. William Lee Howard, of the brokerage office of Eldredge-McInnis, is on duty in the purchasing department of the U. S. Army Quartermaster Corps at Washington, in the boat and equipment section.

▶ The Navy continues to draw Boston and Marblehead yachtsmen in various grades from "three-stripers" down. Alex (Sandy) Moffat, Al Chambers, Gordon Abbott, Malcolm W. Greenough, "Art" Shuman, Charles Francis Adams, Jr., Chandler (Buss) Hovey, Jr., Alden Haskell, Jack Whitmore, "Spike" Saunders and John Dean are among the contingent.

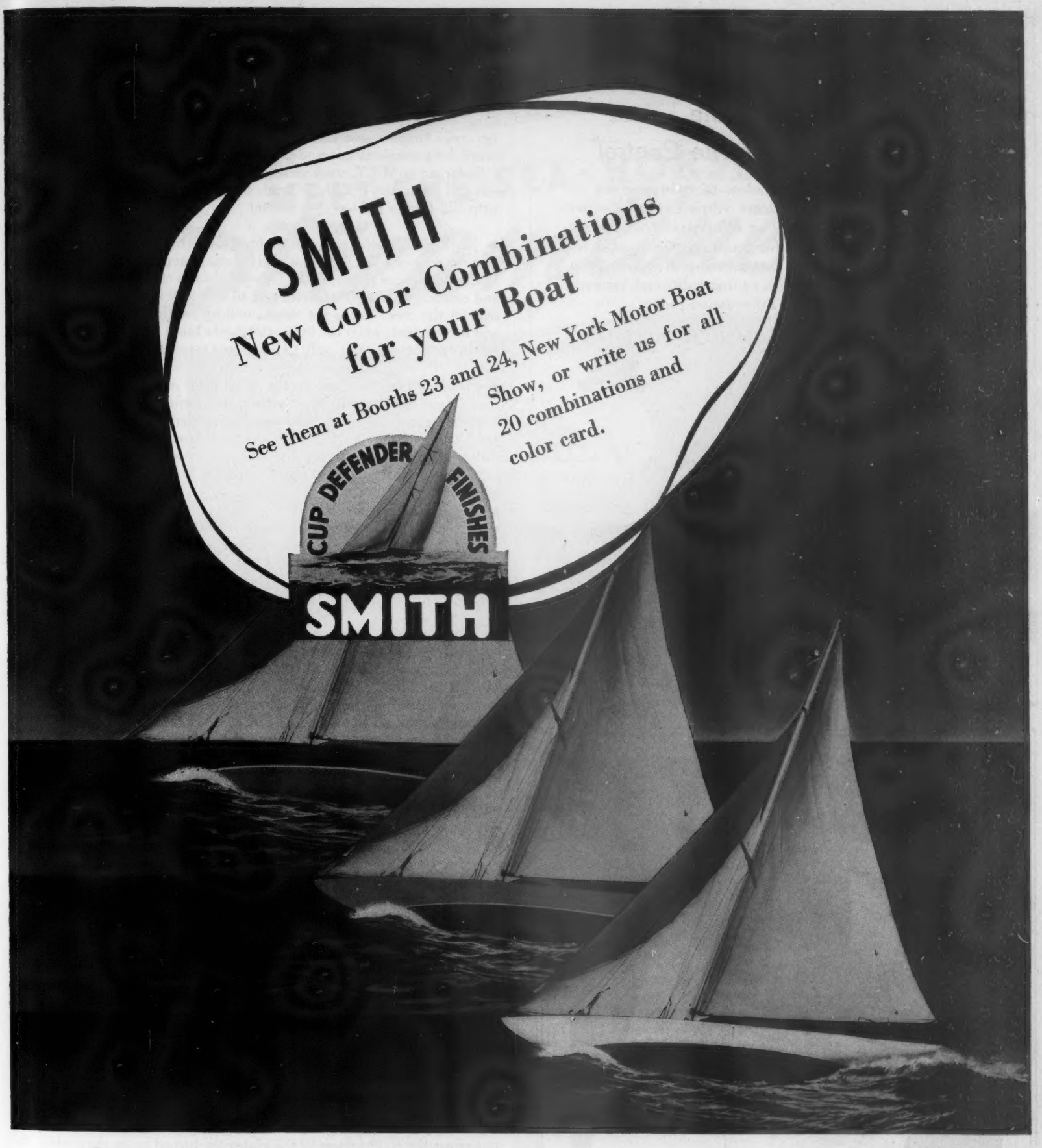
▶ Four big yachts being converted for the Navy in this district are the 110-foot Diesel yacht *Stella Polaris*, which was used by the New York Y.C. as the committee boat on last summer's cruise; the 165-foot Diesel yacht *Buccaneer*, the 272-foot turbo-electric *Noparo* (ex-*Viking*), and the 205-foot Diesel yacht *Lotusland*. The first two named are undergoing changes at Lawley's busy yard, at Neponset.

▶ Frostbite racing at Marblehead got under way in earnest during the last month. Another Shuman-designed Class B dinghy is building at Graves' yard for Donald C. Starr, of the Boston Y.C., who sailed the schooner *Pilgrim* around the world.

▶ The Scituate Harbor Y.C., a new organization that had bought the property formerly owned and occupied by the Scituate Y.C., has been given the legal right to use the new name.

▶ The Yankee One-Design Association had a big turnout for a buffet supper and moving pictures at the Puritan Hotel, Boston. The future of this class looks brighter than ever after last year's successful racing in Buzzards Bay. The Yankees are due to have a squadron racing at Marblehead this summer and eventually interclub racing between the Beverly Y.C. fleet and Marblehead will be revived. Jack Wood's motion pictures of the Yankees were a feature of the get-together.

Officers of the Association are: President, Dick Wakeman, who sailed his boat to the top over the Beverly Y.C. Yankees last summer, and Secretary-Treasurer J. Amory Jeffries, one of the leading pioneers of the class who did much of the experimental sailing in the original Yankee.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"COMMUTER"
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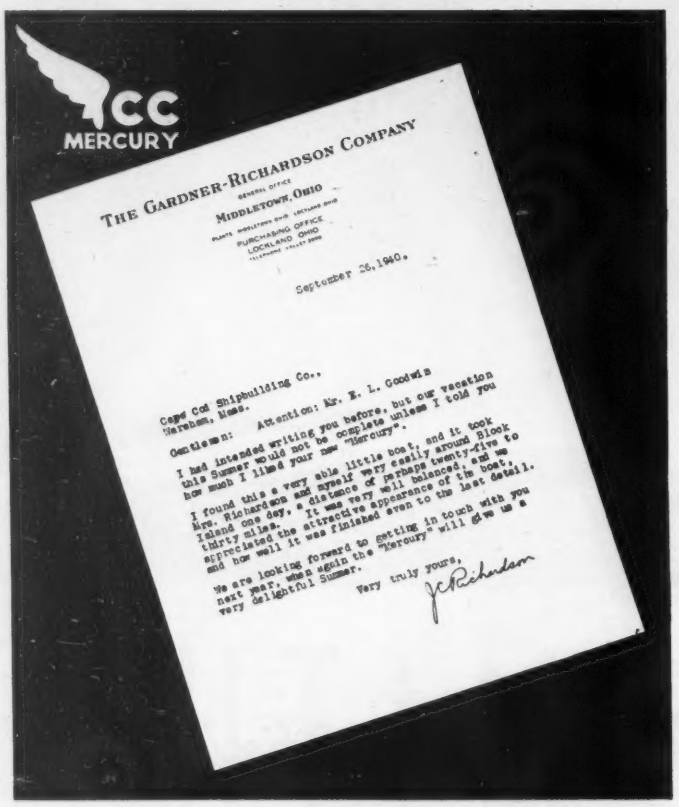
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Gentlemen:
I had intended writing you before, but our vacation
this Summer would not be complete unless I told you
how much I liked your new "Mercury".
I found this a very able little boat, and it took
Mrs. Richardson and myself very easily around Block
Island one day, a distance of perhaps twenty-five to
thirty miles. It was very well balanced, and we
appreciated the attractive appearance of the boat,
and how well it was finished even to the last detail.
We are looking forward to getting in touch with you
next year, when again the "Mercury" will give us a
very delightful Summer.
Very truly yours,
J C Richardson

Write for further information on the "Mercury" and other sail boats

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WAREHAM ▪ MASSACHUSETTS

NARRAGANSETT BAY GOSSIP

By Jeff Davis

▶ About the only salt water activity in Rhode Island that has any real kick to it is the dinghy racing at Poppasquash where an average of about ten crews forego church attendance each Sunday and push the boats overboard for a couple of hours of moist, cold fun.

So far, an ex-M.I.T. crack and one of Bill Swan's proteges, Herman Hanson and Ruth Ann ("Billy") Reed, are tops on the percentage score sheet with Bill Dyer a not too close second.

▶ Mark Hough, who sails the Eight-Metre *Awashonks* summers, has an idea for crew comfort which he really should have patented. Mark has an H-shaped piece of plywood that fits over the top of the centerboard casing and extends, on that level, from side to side of the boat. It makes a nice seat for the crew. Keeps her weight well up to windward in case of need and insures that, when the little *Awashonks* takes a half barrel of Bristol Harbor over the lee rail, only two bottoms get wet.

▶ Sam Wardwell has fixed up the nicest little coop for the two old guys (one 79 and the other 73 years young, the combination representing 152 years of misspent life) who work the starting signals and keep the records. It's four by four, with windows on the north, east and south sides, a shelf to figure on, a seat to sit on, and no room for anybody but them to get into. The sign over the door reads: "JEFF'S DARLING."

▶ All our Rhode Island builders are looking for some of the naval building work that fills the newspapers but none of them have, up to the time of this writing, got any. The nearest approach to a government order is the 21-foot lapstrake power launch Bill Dyer is building for the Coast Guard Academy at New London to be used as a crash boat in the Academy small boat racing.

▶ Edgewood Y.C. members are a tickled bunch. Two of the boys who learned their sailing as Edgewood Juniors have received appointments to Annapolis. Sumner ("Tut") Vale has been up near the top of the class with his Beetle cat boat *Hardtack*, and Tom McNiff, with Annapolis as his "weather mark," turned his Winabout *Bing* over to his young brother last spring and went off to a school in Philadelphia to get what it takes to get by the Annapolis exams.

▶ The Rhode Island Y.C. held its annual meeting December 20th. The nominating committee proposed the following slate: Commodore, Walter M. Kendall (the present incumbent); vice commodore, Francis Gilbane; rear commodore, Charles Cornell; secretary, William C. Bailey; treasurer, H. L. Burnside; chairman race committee, Leighton T. Bohl. There's an active insurgent faction in the club, but they had to make their counter nominations from the floor. The insurgent ticket was headed by Frank Domina for commodore; Dr. Conrad for vice commodore; Domenico Patriarca for treasurer. Both tickets agreed on the nominees for rear commodore, secretary and chairman of the race committee.

▶ New Bedford and Fairhaven aren't exactly Narragansett Bay towns but they're in the suburbs, anyway, and entitled to recognition and space in the press, especially when there's something unusual going on. At Palmer Scott's, New Bedford, there sure is a bit of unusual construction under way. It is a 45-foot power boat and they're building her from the inside out and, when the inside is finished, the outside of the inside will be the outside of the boat. That sounds involved — but read it slowly.

She is built of cupronickel. There are no frames to fasten the plates to. Instead of frames, the insides of the templates are faired off and the longitudinal battens are set into the templates so that the plates are laid up against them. The edges of the plates are turned up so that, when the edges of two plates come together, the joint forms a rib when the plates are welded together. From the inside, each side of her bottom looks like a lot of pans on a baker's bench, laid out ready for the cake mixture to be poured in. When she is completely plated, they'll just take the molds and battens away from the outside of the inside, like taking the plaster cast off a broken leg.

She is an experiment carried on by the Revere Brass and Copper Company.

▶ Scott has so much government work that he has farmed out one of the new 38′ 10″ over all Week-Enders to Carl Beetle who had the boat about 80 per cent completed November 5th and was two days ahead of schedule on an 82-day contract.

Scott had eight of the 40-foot Liberty boats on the floor and two on a flat car. The contract was for ten boats to be delivered in 80 days. Scott's fore-

MEET THE SEA-HORSE Streamliners!

● HERE is the newest thing in outboard motoring. *Perfect power flow* — in which the superb smoothness of Johnson's Perfected Alternate Firing is now given the structural advantage of *slip-stream* design.

It's America's "all-deluxe" motor. All the features you could wish for, brought together in one beautiful package of streamlined power — *with no appreciable increase in weight.* Nothing "tacked-on." All built-in!

The Starter Deluxe Streamliner pictured above gives you Perfected Alternate Firing.. ..Dual Carburetion..Reverse..Underwater Exhaust..Patented Co-Pilot..Synchro-Control new Rubber Rotor Force Pump..new Oversize Gas Tank..new Stainless Steel Propeller Shaft..and a dozen other quality features.

And with all this, it costs LESS than last year's famous Deluxe models. Besides, you can buy on easy time payments.*

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* New Starter Deluxe Streamliner, 5.0 N. O. A. Certified Brake H. P., only $119.50 . . 2.5 N. O. A. Certified Brake H. P. (world's smallest alternate firing twin) $89.50. Other Sea-Horses as low as $52.50. All prices f.o.b. factory *and subject to change without notice.*

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•

FINE BOATS
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1893

SNIPE COMET

man said they would all be in New York on contract time. Other government work is a bunch of nine 26-foot mine boats, nine of the 36-foot crash boats, all nearly finished, and six more of the "36's" to build when the first lot has been delivered.

▶ Casey, at Fairhaven, has launched the *Catherine and Mary*, the 70-foot dragger built for Isaac Norton, of Edgartown, and is building a new shed in which to build a 92-foot Hand-designed dragger for Norreen, Inc. As soon as the new shed is up and the 92-footer laid down, Major intends to head for Florida for a rest. He has five finished hulls. One, the 45-footer added to the Casey line this year, is nearly finished, and he is setting up one of the "36's" so he will have one of each type ready in the spring.

▶ There's a big Coskata lifeboat at Peirce and Kilburn's that was loaned by the Coast Guard to the Sea Scouts. She was sent over from Nantucket and, later, will be delivered at New Haven. There is no new building work at Peirce and Kilburn's but the 70-foot ketch *Haze*, of Provincetown, has been fitted out for a southern cruise and repair and refinishing jobs are under way on the Boston-owned schooner *Senora*, Jacob D. Cox's *Paradise Bird* (the first *Tioga*), and the Nantucket fisherman *Roaring Forty*.

▶ Those two rival clubs of yacht skippers and engineers, *et al*, at Fairhaven, still have their arms around each other's necks. First, it was a joint meeting at the Mariners' Club in November; next it was a joint meeting at the Masters' Gam in December. Thus has been lost two of them famous fish chowders. The Masters' Gam members made it an annual meeting and elected Murray Pratt president, Milton A. Taber, vice president and Bradford Luther, secretary-treasurer.

CHESAPEAKE BAY ACTIVITIES

By "Bugeye Bill"

▶ Uncle Sam's Naval Academy continued in the yachting spotlight as late as last month when the Chesapeake Bay Y.R.A., at its annual meeting in Washington, awarded the new Chesapeake Cruising Bowl to the yawl *Resolute* as the boat in the cruising division scoring the greatest number of points in C.B.Y.R.A. sanctioned regattas during the past year. The yacht scored 1,751 points to be the best performer out of 46 craft racing in all cruising divisions on the Bay.

Three of the first ten places, it is interesting to note, were taken by Naval Academy yachts. The *Intrepid*, sister ship to the winner, was in third position, and the ketch *Vamarie* sixth. John Sherwood's *Gibson Girl*, from the Gibson Island Y.S., stood second in the scoring with 1,704 points.

Commodore Benton Decker, who sailed the yawl *Alert* to victory in the Annapolis Y.C. fall cruising series, was credited with bringing the *Resolute* possession of the bowl. The latter, incidentally, was donated to the C.B.Y.R.A. by William Labrot, owner of *Stormy Weather*. Pete Magruder, Annapolis Y.C. commodore, made formal presentation of the prize to the association last month while Lieut. Comdr. Frederick M. Gardiner took the bowl back to the lads at the Academy.

▶ Harry B. Wilmer, Jr., of Philadelphia, who races under Gibson Island Y.S. colors, not only won the high point prize for Stars, one of five others awarded skippers at the December meeting, but had the widest margin of winning points in all classes. His *Aries* scored 1,818 points to 1,585 made by J. S. Wilford, Jr., in the *Windrush*, from the Tred Avon Y.C. Jim Speer's *Bandersnatch* was third with 1,478 points.

▶ The Hampton One-Designs again were led by one of the Cox boys from Norfolk. This time it was Bill Cox and his *Silver Spray II*. His score was 2,017, the highest of all six classes. His brother Harold was next with 1,953, and Lloyd Emory, of the Urbanna Y.C., was third.

▶ Other winners of the high point trophies were: Clarke Daniel, Washington, Comets; Jack Reckord, Sparrows Point, Snipes; and Jack Vail, Norfolk, Moths. The trying task of computing the scores this year fell to Stanley B. Trott, of Baltimore, who presented the association with some interesting data on the various classes and regattas.

▶ Officers of the C.B.Y.R.A. for the coming season will be Robert W. Wayland, of Baltimore, president; Hughlett Henry, Jr., Easton, vice president; J. Miller Sherwood, Baltimore, secretary-treasurer; and Malcolm Lamborne, Jr., of Washington, and Reid A. Dunn, of Richmond, members of the advisory committee. For Wayland and Henry, it was their reëlection in the respective posts.

▶ Rumors in Bay yachting circles that the Naval Academy was to get five more yawls similar to the 30-foot water line racers built by Luders were

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finally tracked down to the Navy Department in Washington. There, officials say they have a request for three of the boats as well as for twenty additional 14-foot international dinghies. But, with orders for battleships and more battleships, there is some doubt as to when midshipmen may look for the proposed additions to an already expanding fleet.

▶ While the Delta Cruising Class boats are not included in computations for the Chesapeake Cruising Bowl, skippers have kept careful check on their boats' performances. Deltas entered eleven races, in all, during the year.

High scorer was that perennial winner of Delta events, Marsh Duer's little sloop *Marcarle*. His points, 62. C. E. Balfour's *Migrant* was second, 51 points; "Norty" Chapman's *Little Lady*, third, 32; F. Wright's *Poco*, fourth, 21, and Phil Roach's *Blue Moon*, next, 14 points. With the exception of *Poco*, which hails from the Sparrows Point Y.C., all are from Potapskut Sailing Association.

▶ Alexandria's Old Dominion B.C. was the scene of the opening race of the Potomac River frostbite series held the first of last month in a fresh northerly that drenched all five entries and their crews. It came on so blusteringly that the third race of the day was called off as the wind whipped up a sea against the river's strong tide. Walter Lawson, a Georgetown University sailor, with a second and first place, won the day's events.

Bill Heintz was second in his *Judy*, one point behind Lawson's *Potlatch*. Heintz won the first race, but fell to third position in the next when he turned the boat over to his crew. Mr. and Mrs. Charles Runyon, sailing one of the Morse-built Penguins, were third. All raced Penguin dinghies. Races were to be held every other Sunday thereafter.

▶ The West River Y.C., meeting in Washington last month, elected the following officers: William M. Fithian, commodore; J. Roy Crockett, vice commodore; Grier J. Hufford, rear commodore; William P. Pugh, secretary-treasurer, and Harry E. Smith, fleet captain. William E. Richardson and Charles D. MacGregor were named to the Board of Governors.

▶ The 68-foot schooner *Lascar II*, owned by Randolph Leigh, of McLean, Va., sailed from Norfolk last month on the first leg of a 5,000-mile expedition to little known regions of the Gulf of California. A former Bermuda racer, the schooner will spend nearly a year on the venture which has attracted the interest of Mexico to the extent of that government's sending the 50-foot auxiliary ketch *Cibola* to the Gulf to assist the American scientists and other technicians. The group will explore the tides and currents of the Gulf and its coast line.

▶ Jacob H. Jacobson, a square-rigger sailor turned motor boat yachtsman, has been elected to head Washington's Corinthian Y.C., succeeding Dr. G. Bache Gill. Other officers are: Robert W. Billups, vice commodore; Edward A. Zimmerman, rear commodore; Lewin W. Walker, recording secretary (for the thirteenth year); William H. Wiegering, corresponding secretary.

▶ A large turnout of sailors and friends marked the seventh annual banquet of the Potomac River S.A., held in Washington's Admiral Club last month. Spring and fall series trophies were awarded by Prentice E. Edrington, commodore; L. Corrin Strong, Gibson Island Y.S. commodore, and D. Verner Smythe, of Fairfield, Conn., former association head.

The first place prizes in the spring series went to Dr. Albert Pagan, 20-Foot Class; Henry Brylawski, Comets; Ralph Youngs, Penguins; Weston Valentine, Snipes; Paul Walter, Class A Handicap; Dr. Ralph Barnhard, Class B Handicap. Similar cups for the fall were presented to Charles Trammell, 20-Footers; Ernest Covert, Comets; Walter Lawson, Penguins; Robert Bender, Snipes; Sea Scouts, Class A; Louise Kline, Class B. Miss Kline also was awarded the Good Sportsman Trophy donated by Commodore Edrington.

▶ "Debutante" Attracts Attention

Reports from Florida indicate that *Debutante*, J. L. Peters' new yacht, is attracting attention and much favorable comment in southern waters. She was built by J. L. Peters Company, of Detroit, and is called an "Offshore Cruising Sport Fisherman." Pictures of the boat appeared in the October issue of YACHTING.

Mr. Peters writes that production is getting under way on a new model which will be an improvement on this attractive craft.

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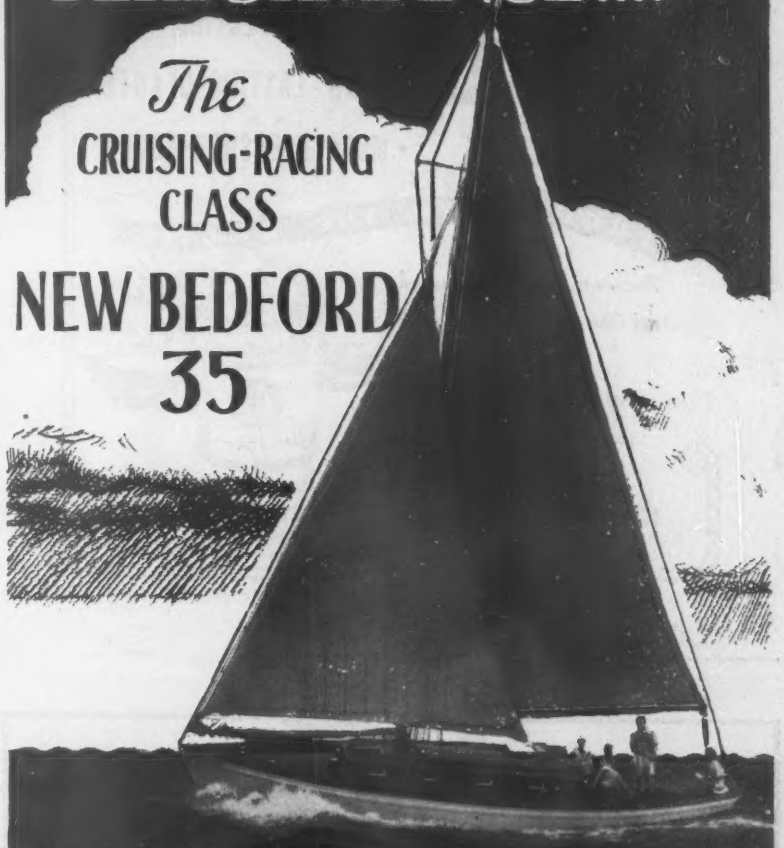
Right··· in Every Detail
BY TWO YEAR'S PERFORMANCE....

The CRUISING-RACING CLASS
NEW BEDFORD 35



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LAKE ONTARIO NEWS

By W. Peck Farley

▶ The Youngstown Y.C. has just put out the first issue of *Ripples* which will be a regular monthly publication. Its purpose, of course, is to keep up interest in club affairs, especially during the winter.

The annual meeting was held at the clubhouse on October 14th and the following were elected to office: Commodore, L. B. Lyster; vice commodore, Alan V. Parker; rear commodore, George F. B. Johnson; fleet captain, Adolf M. Hamann; fleet surgeon, Dr. L. W. Falkner; secretary, William P. Murphy; treasurer, John Richelsen, Jr.

The Board of Directors has eleven members. In addition to the four flag officers, the following compose the board: James G. Davidson, Elmer Doyle, William C. Griffin, Lauren B. Hitchcock, Charles J. Spaulding, Mark Allison Smith and James E. Wells, Jr.

The Snipe Fleet division of the Youngstown Y.C. held its annual meeting at the residence of Harry Yale. Bjarne Klaussen was elected fleet captain for 1941 and Miss Karolyn Krakoski was reëlected fleet secretary.

After the International Snipe meet at Canandaigua, Bjarne Klaussen purchased *Ghost* which had won the meet. This Snipe will sail with the Youngstown fleet.

The Six-Metre *Erne* has been chartered to Jack Alford, a member of the Buffalo Canoe Club, but he will race her from the Youngstown Y.C. next summer.

▶ The advanced piloting course for the Buffalo Power Squadron got started recently. It is being conducted under the direction of Dick Shepard.

▶ *Norseman*, Toronto Eight-Metre, has been sold to Jack Ryder but will probably sail out of Toronto next summer. The former owners are all in the Canadian Navy and Army.

▶ Dr. Edward Dodge has sold the "R" boat *Spry* to Bill Mack.

▶ Many will learn with pleasure that John Williamson has recovered from the serious injuries he received when his *Blue Moon* carried away her spar and he was pinned under it.

▶ On October 15th, the Rochester Y.C. held one of the so-called winter "get togethers" and the date coincided with the departure of the Coast Guard units from Charlotte Harbor for the Atlantic Coast. For several days, the Rochester Coast Guard Cutter and the Naval Reserve boats had delayed departure pending the arrival of the *Dix* from Lake Erie. The *Dix* finally arrived and also the *YP-63*, one of the 100-foot Patrol Class, from Buffalo, and a sister ship to the Rochester boat. With the *Jackson*, the Coast Guard boat regularly stationed at Rochester, the group made quite a spectacular scene.

The Rochester Y.C. entertained the officers of all the boats just prior to the sailing for Quebec which took place about midnight. There were crowds of friends and relatives on hand to see the boys off and the searchlights played from both sides of the harbor while the band played "Anchors Aweigh" and other appropriate tunes.

These boats were headed for Brooklyn and Boston *via* the Gulf of St. Lawrence, and will be fitted out and conditioned for service. They will probably perform patrol duty.

▶ The annual meeting of the Rochester Y.C. was held at the clubhouse on December 5th and the following were elected: Commodore, Hon. John Van Voorhis; vice commodore, William S. Nevin; rear commodore, L. R. Gordon; secretary, T. A. Sharp; treasurer, R. W. Staub; corresponding secretary, Philip Farnham; fleet surgeon, Dr. Harold Baker; measurer, Oscar Marth.

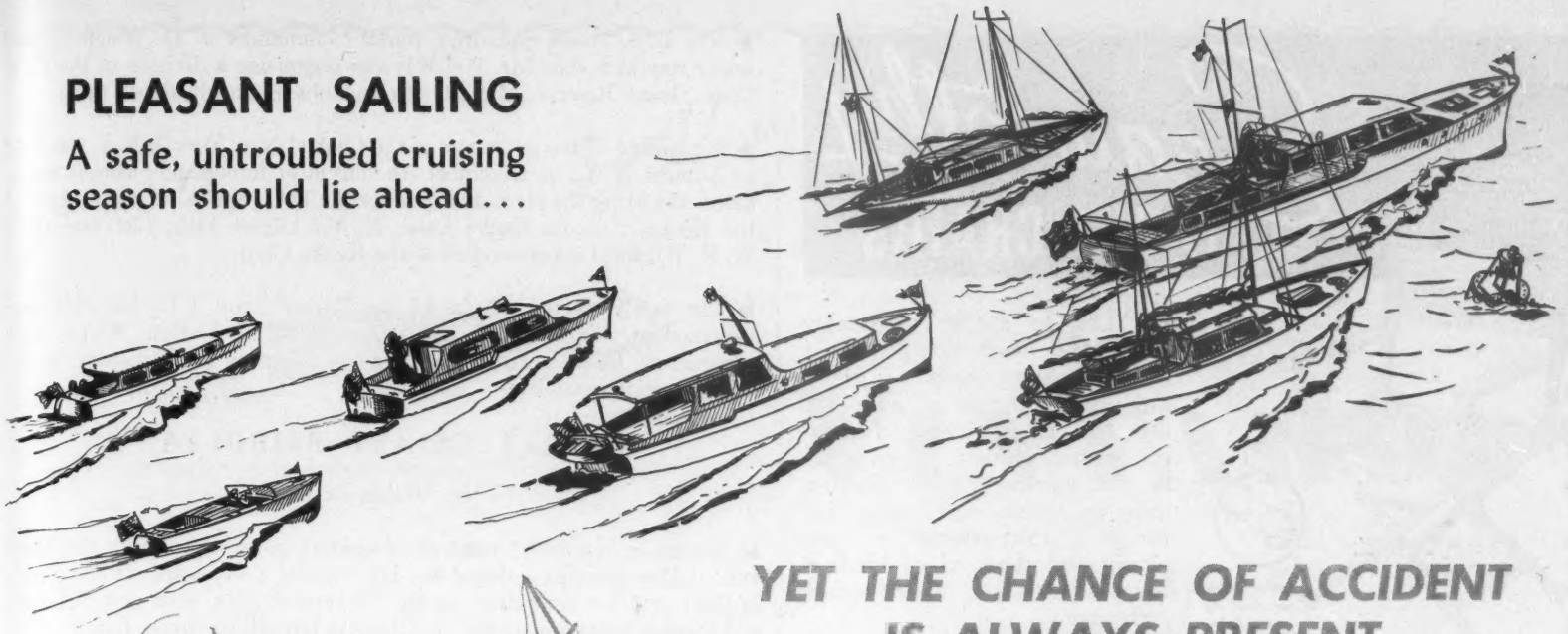
A great deal of time was taken up by the presentation of prizes. Norman Cole's dinghy *Norgin* received the Field Cup for the R.Y.C. Championship Series and the Madge Cup for the best record in all races. W. Peck Farley was awarded the Gannett Cup for the standing of his *Deuce* in the club Star Class championship, also the Cole Cup. Philip Farnham and his *Kathea II* Class R, won the Nichols Cup and Wilmot V. Castle and his Six-Metre *Thisbe II* captured the Wright Cup, both of these being for club championships. In addition, flags for various races were awarded to the above principal winners. There were a number of other prizes presented.

The reports of the various committees were read and the club activities for 1940 showed a gratifying profit. This past season has established a record for number of boats moored in the club's basin.

▶ The 12th District Championship for the Star Class will be held at Rochester, under the sponsorship of the Rochester Y.C. Definite dates will be designated later.

PLEASANT SAILING

A safe, untroubled cruising season should lie ahead...



YET THE CHANCE OF ACCIDENT IS ALWAYS PRESENT

AT THE SEASON'S END

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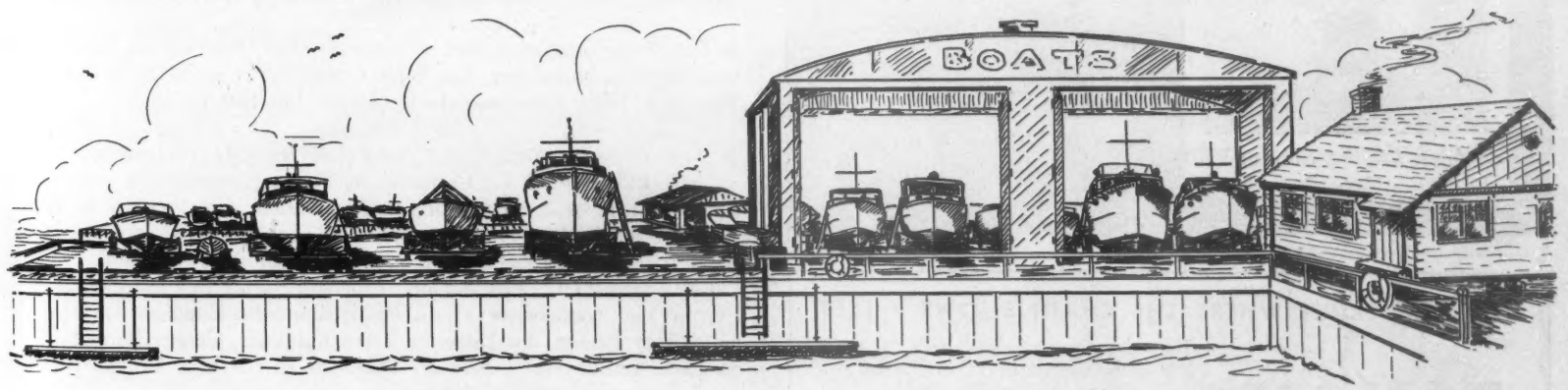

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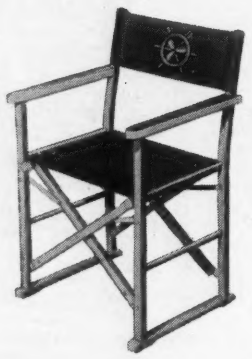

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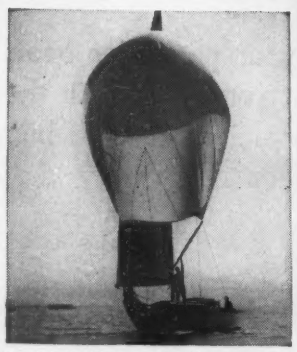

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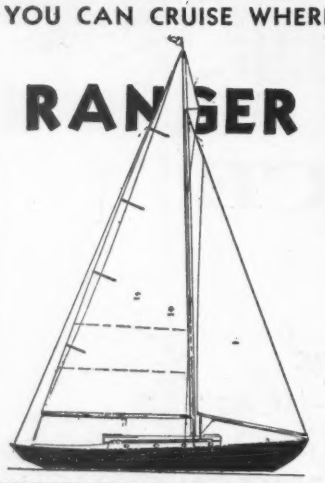

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▶ The U. S. Power Squadron, under Commander J. D. Welch, is well under way at Sodus. Mr. Welch is also organizing a division of the U. S. Coast Guard Reserve. Many boat owners have already signed up.

▶ A meeting of the governors of the Central New York Y.R.A. was held at Auburn, N. Y., on December 7th. The most important business transacted was fixing the place and date for the 1941 regatta. It will be held at the Keuka Y.C., on Keuka Lake, N. Y., August 14th, 15th and 16th. W. R. Whitfield is commodore of the Keuka Club.

▶ The newly elected officers of the Canandaigua Y.C. for 1941 are: Commodore, Vincent Hall; vice commodore, E. Burton White; rear commodore, Ralph I. Hoyt; fleet captain, Clarence E. Carpenter; chairman of sailing committee, Carl Hunt.

WEST COAST BUBBLES

By Waldo Drake

▶ Almost a completely new set of champions emerged from the third annual Thanksgiving series of the Los Angeles Y.C., sailed off San Pedro in light and fluky weather on the November 25th week-end. Winners and placing boats among the 56 entries in ten sailing classes follow:

Ten-Metres. *Santa Maria*, Pierpont Davis.

California "32's." *Escapade*, Walter Elliott; second, *Velero II*, Alan Mickle.

Six-Metres. *Rebel*, Emerson Spear; *Lulu*, William Horton; *Fun*, John Swigart.

Converted Six-Metres. *Naiad*, William Shepard; *Saleema*, Glenn Myer; *Synnove*, Russell Simmons.

Rhodes "33's." *Mistress*, Kenneth Pier; *High Jinks*, Everett Morris.

Star Class. *Rambunctious*, Gordon Cowie; *Wench*, George Fleitz; *Win Blu III*, Robert Ziegler.

Lawley "110's." *Round About*, James Rounds; *Haedae*, Herbert Day; *Nellgwyn*, Dana Jones.

Pacific Inter-Clubs. *Sans Gene*, Louis Varalyay; *Epic*, William Gulick.

Snipes. *Grey Goose*, Fred Schenck; *Shady Lady*, Francis Schwander; *Bad News*, B. Salmon.

Dyer Dinghies. Howard Wright; Stephen Newmark; William Shepard.

Inter-Club Dinghies. Charles Ullman; Glenn Myer; George Fisher.

Team Race, Dinghies. Dyers, 47 points; "IC's," 31.

▶ Gordon Gann's sloop *Rebel* was, in early December, leading the Long Beach Y.C. annual winter "Little Ships" championship series. She held a two-point lead over William Walker's *Bounty*, followed, in order, by *Guess Again*, *Paula Lou*, *Bantam*, *White Hope*, *Skylark* and *Herlen*. The fleet is also racing in the same series for possession of third leg of the Craig Perpetual Trophy, won the past two seasons by Don Swanton's *Skylark*.

▶ Out of the increasing fleet of Lawley "110's" now on the South Coast was born, in November, the West Coast 110 Association. Officers are: President, Dana Jones; secretary, Andrew Littlejohn.

▶ New officers of South Coast yacht clubs for 1941 will include:

Newport Harbor Y.C.: Commodore, David Howard; vice commodore, J. V. Guthrie; rear commodore, J. N. Condon; directors: J. L. Rubel, L. J. Difani, Walton Hubbard, Jr., C. F. Landers, Rudolph Kysela and A. E. Hitchner. Hubbard was named race committee chairman.

Los Angeles Y.C.: Commodore, Emerson Spear; vice commodore, Ray Person; rear commodore, O. C. Field; directors: Emerson Spear, O. C. Field, Ray Person, Joe Bitterlin, Dave Faulkner, George Cooper, W. L. Stewart, Arthur Ferry, Edward Valentine and Arthur Bridge. Bitterlin will be race committee chairman.

Long Beach Y.C.: Commodore, George Buzza; vice commodore, George Merrill; rear commodore, Frank M. Davenport; fleet captain, Dr. George Chuck; port captain, Dr. Frederick Kellogg.

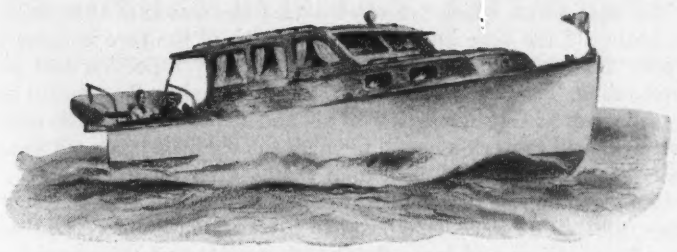
Cabrillo Beach Y.C.: Commodore, Francis Schwander; vice commodore, Forrest Farrington; rear commodore, George Rossman; fleet captain, Harry Bourgeois; secretary-treasurer, Horace Eakins.

▶ Development of adequate yacht basins in the Los Angeles region is being delayed pending determination of sites for national defense purposes in the several areas.

But, out of the ashes of "Christian's Hut" and other colorful facilities at the Catalina Isthmus, destroyed by fire in late November, will probably soon rise a more sumptuous layout, in South Seas style, which should be ready for visiting yachtsmen by spring.

Alert, and Ready to Go—

These New VINYARDS



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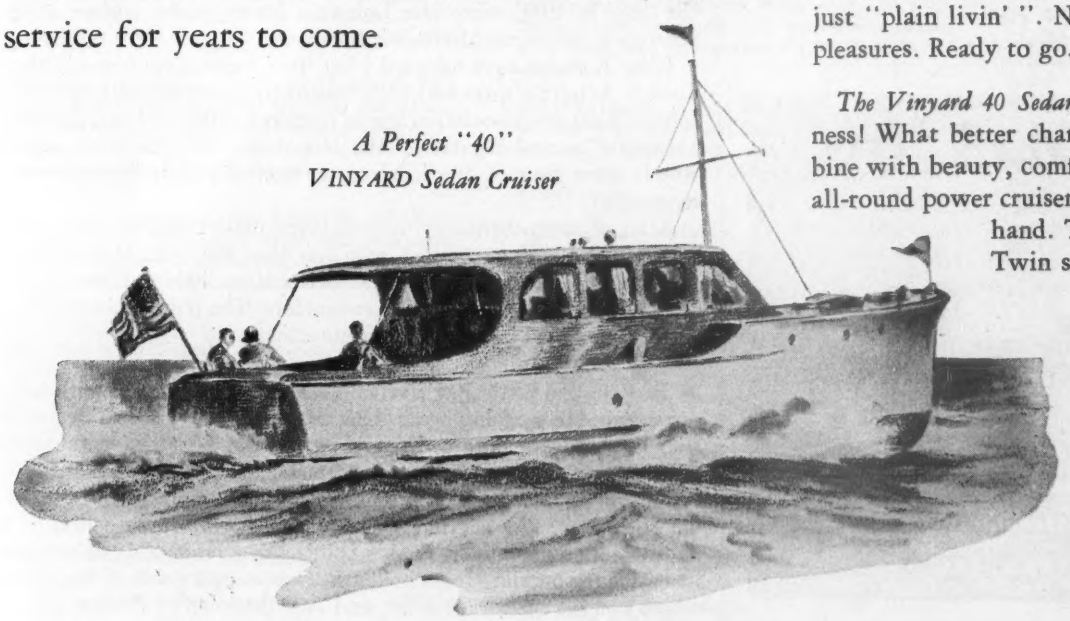
When you buy your new cruiser for 1941, make sure it is dollar-for-dollar the best all-round value, not only for the year at hand but for the future. The three Vinyard cruisers illustrated on this page represent the utmost in painstaking, experienced design, careful construction to highest specifications, best materials available. We know that the new owners of these boats will have safe, certain service for years to come.

A Perfect "40" VINYARD Sedan Cruiser



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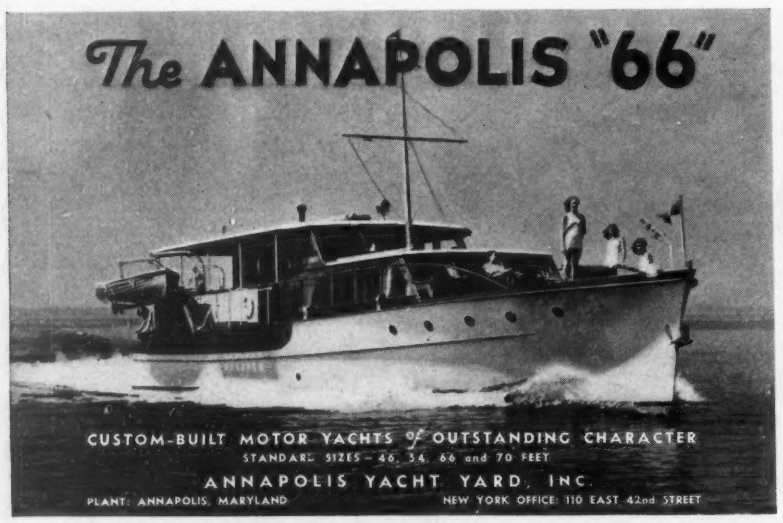
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COMMENT FROM BARNEGAT BAY

By S. V. Merrick

▶ Interest in Barnegat Bay sailing showed itself at the fall meeting of its hard working rocking chair fleet. Augmented by fleet captains and other interested persons, it rounded out the second term of Burton Wright's office as commodore of the Barnegat Bay Y.R.A. He is a leader who has accomplished much. Philip R. Van Duyne succeeds Commodore Wright.

The light winds which prevailed during the season of 1940, causing the expiration of the time limit before the finish of the race in some twenty events, brought the old time limit rule up for inspection and probable overhauling. The time allowance system which gives 20 minutes per mile to boats over 17 feet in length over all, and 25 minutes to those under that figure, seemed to work a hardship on all the big little boats whose speed is really nearer to the small boat limit than that of the large boat.

Junior sailing was thoroughly discussed in the light of the present trend away from the 15-foot Sneakboxes to Comets and Snipes. The "Sneaks" are a home-grown and home-developed product and they have been the school and proving ground for nearly all of the Bay's old salts. There is, therefore, considerable feeling that these boats, which are more of a challenge in a breeze than the Snipes and Comets, should be encouraged. Probably it is the old fight between local institutions and national activity but the argument for retaining the Sneakboxes is worth consideration. Probably one reason for the rise of the national small boat classes was the old time difficulty of keeping the "Sneaks" really one-design; there was too much fancy stuff, with higher costs, in the class. That broke the ice and the desirable features of the Comets and Snipes did the rest. Comets, by the way, will probably be sailed twice on race days in the coming racing season, once by juniors and once by seniors.

▶ There is a lot of class activity and many midwinter get together meetings. The Bay's "big boats," the Class A cat boats, will set aside one event each year in which to race for a trophy offered as a memorial to the late "Beck" Crabbe. He was one of Barnegat's real sportsmen and a leading skipper of the class who sailed *Bat* to many a first place.

The Comet Class is doing its best to get the national championships for the Bay in 1941, since the Delaware River, home waters of the 1940 champion, seems unsuitable for the event.

Class E sloops have adopted what their western confreres in the Inland Lake Y.A. have always had, sails limited by marks on the spars. The newly formed Eastern Association seems certain to stay and run its thoroughly successful annual regattas. Lake Hopatcong was the host organization which drew four of the local scows over the highways on wheels last September.

A bit of extra-curricular work is being undertaken by a number of industrially-minded yachtsmen who feel that they can build Penguins by mass production methods. Some fifteen of these little craft are being turned out in an old barn by their owner-builders. The purpose is frostbiting but the first goal will be to get the boats afloat.

▶ In 1938, the Little Egg Harbor Y.C. started something with a day-long ocean race for seagoing boats. Last season, a Jersey Coast Series of three such races was the outgrowth of its popularity. This winter, the idea is still flourishing — in the boat yards. Of particular interest is the new Ranger Class, two of which are now building and several more are being considered. This boat is a 38-foot cutter, not too deep for comfortable sailing on Barnegat Bay (opinions differ on this point). New craft of 1940 were the real incentive for building these boats: *Restless*, a Sparkman & Stephens yacht which won the ocean race series; and *Teal*, designed by Frederick C. Geiger, of Yacht Sales & Service, Inc., which was built and owned by Hubert S. Johnson. *Teal* was the real show of the season, winning by handy margins the two races in which she competed — and is she a beauty! Her designer is the creator of the new class as well as of several variations of it now building.

▶ Although winter has shifted the 1940 season from the water to the hearthside, there are a few matters pertaining to it which may as well be set down for the record. Consistency scored when "Mo" Lewis, a 15-year-old youngster sailing a Moth, managed to win every race of the season, thus getting a perfect score, an accomplishment which has not been attained before.

Lightnings seemed to take with a bang; there were 13 entries in this class which was in its first year. These little craft seem to fill a need for enough boat for comfort, low cost and some of the best features of the modern sail plan. During the season, the hottest competition was furnished by the Class E sloops; six of these boats managed to win a race apiece and to finish within eight points of *Hirondelle*, a 1933 boat. Stars had a real comeback and appear to have recovered from their slump on the Bay.

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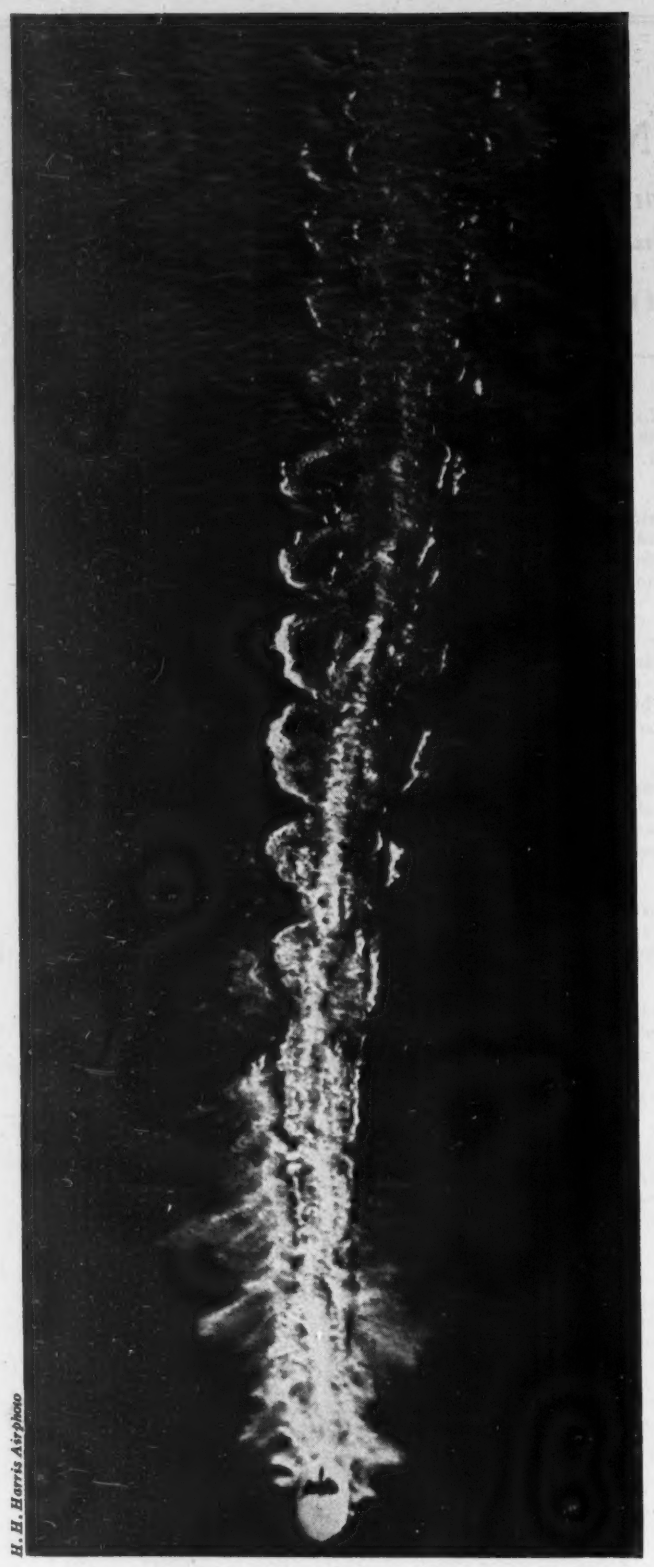

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THE SOUTH SHORE OF LAKE ERIE

By John G. Robinson

▶ Charles Kramb, one of the club's most dependable workers, was elected commodore of the Toledo Y.C. at the annual meeting held last month. Karl Kuhlman, owner of the well-known yawl *Gray Dawn*, is the new vice commodore, with Mat France, rear commodore, and Fred Temple, skipper of the Class Q sloop *Siren*, recording secretary. Ralph Miller is treasurer and August Streicher is financial secretary.

▶ A. J. Peterman is the new commodore of the Maumee River Y.C., Toledo. Other officers are: C. O. Dienst, vice commodore; Tom Flagler, rear commodore; Carl Warnke, recording secretary.

▶ The annual meeting of the Bay View Y.C., Toledo, will be held early in January.

▶ South Shore sailors are showing great interest in the Midwinter Migration, planned by the Great Lakes Power Squadrons, with the idea of attending the annual meeting of the national body and the Motor Boat Show. Ernest Kramer, of the Cleveland Power Squadron, has made arrangements for a low round trip rate and at least one special car, starting at Toledo at 5:05 p.m., Thursday, January 16th, and picking up members of the various squadrons at Sandusky, Cleveland, Erie, Buffalo, Rochester, Syracuse and other points on the way to New York City.

▶ The annual meeting of the Cleveland Y.C. is set for January 9th, at the Cleveland A.C. Five directors are to be elected by the stockholders, with flag officers to be chosen by the directors.

Paul Gross, of the C.Y.C., is having a 36-foot sloop built by E. K. Muir, of Pittsburgh. The new boat is from designs by William Atkin and will be named *Stan II*. Norman Philpott, of Rocky River, is building the hollow spar for the new craft.

▶ The L. E. Wells Construction Co. started work early in December on the new public dock and wall for the city of Lakewood. The War Department Engineers have been notified that this is to be known as the Port of Lakewood and that a dock, to be at least 100 feet long, will be maintained for the convenience of visiting yachtsmen. This new work should be finished by the end of February. In addition to the public dock, there will be room to accommodate at least 30 small boats drawing up to six feet.

▶ The Mentor Harbor Y.C. has contracted with the Gordon Douglass Boat Co., Vermilion, O., for the construction of three of the new Mentor Harbor one-design class keel sloops. Hodgdon Bros., East Boothbay, Me., designed and built the first four boats of this class and sold the plans to the club. We understand that two of these boats are still available and that the prospects are that there will be a class of at least seven at Mentor Harbor next spring. Fall trials indicated that this type is particularly well adapted to Lake Erie waters.

The January number of *Harbor Lights*, the monthly publication of the club, will announce a cash prize to be awarded to the member of the club submitting the best name for this class.

The Neal P. Beall Trophy for the club Snipe class championship was presented to Hal Seymour at a club dinner on December 8th. This new trophy was bought with money raised by popular subscription in memory of one of the club's most enthusiastic sailors. It is a miniature of a Snipe, about a foot long and fully rigged, and one of the most beautiful trophies of its type that we have seen.

▶ Paul Gartland, of the Lakeside Y.C., has sold his auxiliary sloop *Rochelle* to Tom Parker of the Grand River Y.C. who will sail out of Fairport Harbor next season.

Tragedy struck hard on the membership of this downtown Cleveland club last month, removing two popular and well-liked members. Tom Adams, who lived aboard his 75-foot cruiser most of the season, was forced ashore by a particularly cold spell late in November, and was suffocated in a fire which burned his apartment. Joe Dinter, owner of the Star Class sloop *Vega*, was killed when an industrial locomotive he was driving capsized.

▶ Bob Laughlin, 1940 chairman of the entertainment committee of the Vermilion Y.C. and one of Lake Erie's top notch Star Class skippers, has purchased the well-known 34-foot Elco Cruisette *Vagabond* from Commodore William H. Thomas and will use her during the summer as his Vermilion Lagoons headquarters and also as tender to the South Shore's Star fleet.

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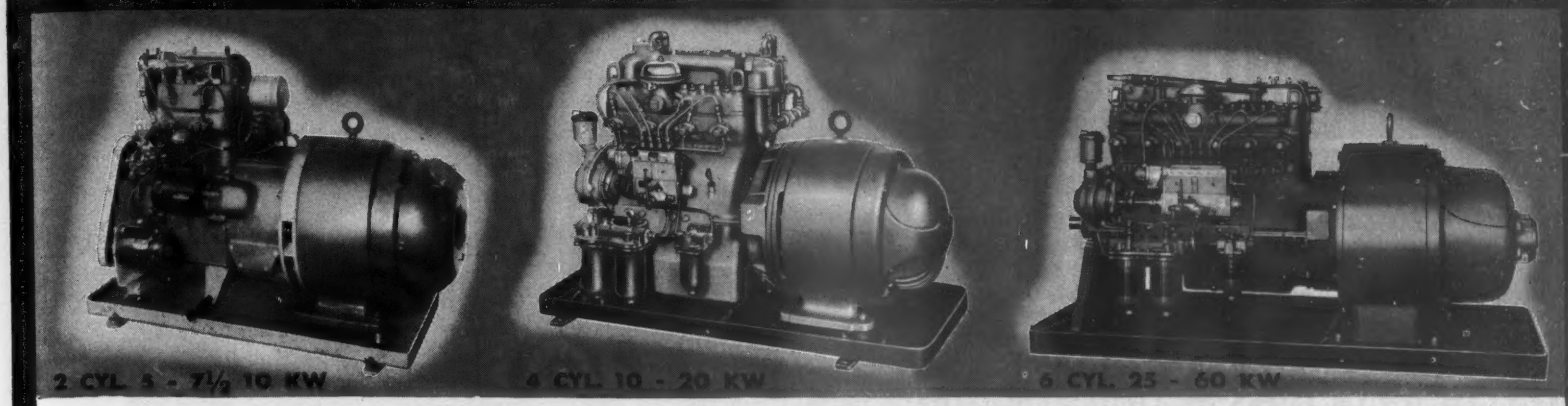

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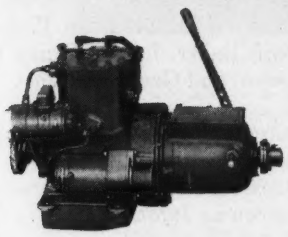

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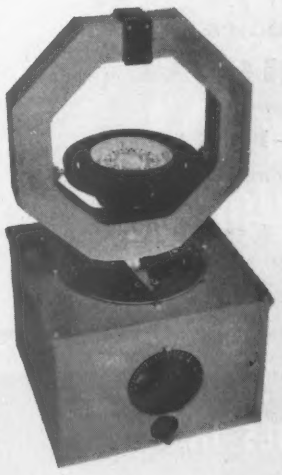

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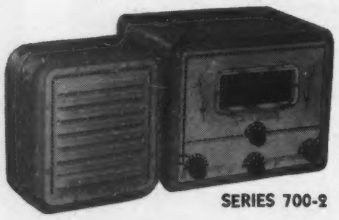
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▶ John Q. Farrell and Mrs. Farrell arrived at Fort Lauderdale, Fla., early in December aboard their 45-foot cruiser *Easygoin'*. According to letters received by club members, the Farrells had quite a rough trip and encountered considerable cold weather before they reached the Sunny South.

▶ Yacht owners on Cleveland's eastern boundary have organized a new club, the Euclid Y.C. The club started with twenty members and the avowed intention of obtaining some sort of a yacht harbor for that vicinity, in which we wish them luck. Meetings are being held on the first and third Monday of each month at Kozan's Hall, 23721 Lakeland Blvd., Euclid, O.

PACIFIC NORTHWEST CAT'S-PAWS

By Ray Krantz

▶ H. W. McCurdy, skipper of the 65-foot Hall-Scott-powered cruising yacht *Moby Dick*, was elected commodore of the Seattle Y.C. on November 13th; he succeeds Marvin Allyn. Aubrey A. Naef is the new vice commodore and William Warren is rear commodore. Naef's boat is the 45-foot cruiser *Widgeon;* Warren's is the auxiliary cutter *Watauga*. E. G. Watson was retained in office as secretary and M. M. Rinearson was elected treasurer. Trustees for the 1941 season include John F. Snapp, Richard Froboese, Dr. A. J. Bowles, J. Swift Baker, J. F. Unicume, C. L. Egtvedt, Eustace Vynne, Sr., Tom W. Owen, and George Parsons.

▶ Late in November, the 120-foot twin screw Diesel yacht *Polaris*, owned by Edmond Lowe, Jr., San Francisco, was being held at the Seattle Y.C. pending decision by the U. S. Navy Department on the government's proposal to buy her. She was formerly known as *Infanta*.

▶ Dr. E. C. Hackett, Longview, Wash., has selected twin Buda-Lanova marine Diesels, model 6-DHM-691, rated 135 hp. each, to power his new Monk-designed 65-foot Diesel yacht now being built by the Lind shipyard, Bellingham.

Another new cruiser from designs by Edwin Monk, of Seattle, is building at the Lind yard. She is a 45-foot cruiser for E. E. Davis, Queen City Y.C. The new boat will have an angle-drive Chrysler Crown to give 9 knots. Davis formerly owned the cruiser *Dutch Maid*.

Also from the boards of architect Monk is a new 46-foot sports fishing boat, now in course of construction at a Portland, Oregon, yard for Stanley Allyn, of Depoe Bay, Oregon. This boat will be propelled at 20 m.p.h. by twin Chrysler Royal Eights, driven through 2:1 reduction gears.

▶ At the Queen City Y.C., an Old Salts race, with power boat men skippering sail yachts of the club, is to be held in January, and the middle of February will bring the heavy weather cruise to Bremerton.

▶ H. C. Hanson, Seattle naval architect, has drawn plans for a 50-foot heavy duty type cruising yacht for Dr. R. Geddes Large, of Prince Rupert, B. C., which is to have many of the characteristics of the unusually seaworthy North Pacific trolling boat model. The new yacht, now building at Prince Rupert, is expected to cruise at 9 knots with a 175-hp. Hall-Scott.

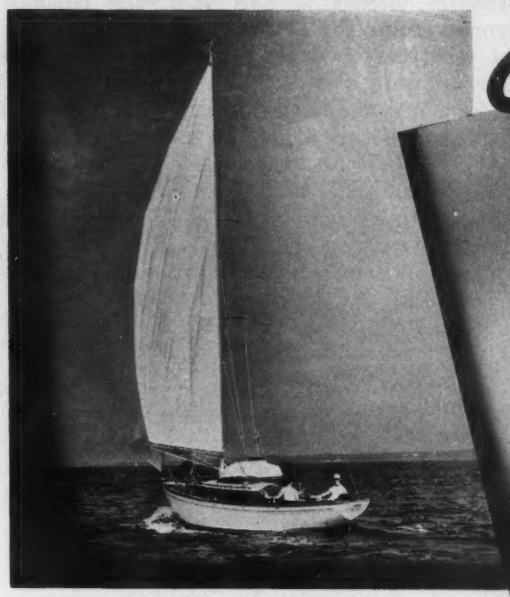
▶ Newest of the windjammers at Seattle will be Otto Lord's new 29-foot cruising Marconi sloop of the Puget Sounder Class, under construction at Seattle by the Frank LeClerq shipyard, on Portage Bay. Lord, who lives at Bellevue, probably will install a small Kermath.

▶ *Tolly IV*, Tollefson's 36-foot cruiser, was sold recently to E. S. Ramey, Seattle, through T. E. Farrell, of the Franck shipyard's sales organization. Farrell also sold *Freddie Vee*, 30-foot cruiser, to P. J. Bond, Juneau, Alaska; the boat was shipped north on December 10th. *Redwin*, 26-foot Columbia River gillnet boat converted into a cruiser, is now owned by Don Edwards, Seattle; Farrell sold her for E. C. Davis, U. S. Coast Guard.

▶ Pacific Northwest yachtsmen who will take delivery of new Chris-Craft boats in the near future include Buel Hannum, Seattle, and Roy Escott, Kirkland, 16-foot de luxe runabouts; R. F. Meggee, Seattle, a special 26-foot de luxe enclosed cruiser; John Boettiger, 30-foot semi-enclosed cruiser; Dr. Edwin B. Chase, Everett, 30-foot sedan cruiser; and Reed Hayden, Seattle, 19-foot custom runabout with 130 hp. engine.

Ernest Adams, Tacoma Chris-Craft dealer, reported early in December that B. A. Kelly, Tacoma, now owns a 30-foot cruiser of the sedan type; S. W. Statz, Puyallup, a 26-foot Chris-Craft cruiser of the enclosed de luxe type; and Col. Frank Wright, of McChord Field, has purchased his second Chris-Craft, a 26-foot enclosed de luxe cruiser.

Woodruff and Son, Lakeside, Wash., Chris-Craft dealers on Lake Chelan, recently bought one of the new Chris-Craft 16-foot torpedo type runabout-hydroplanes with 121 hp. motor, as well as a 16-foot Chris-Craft runabout.



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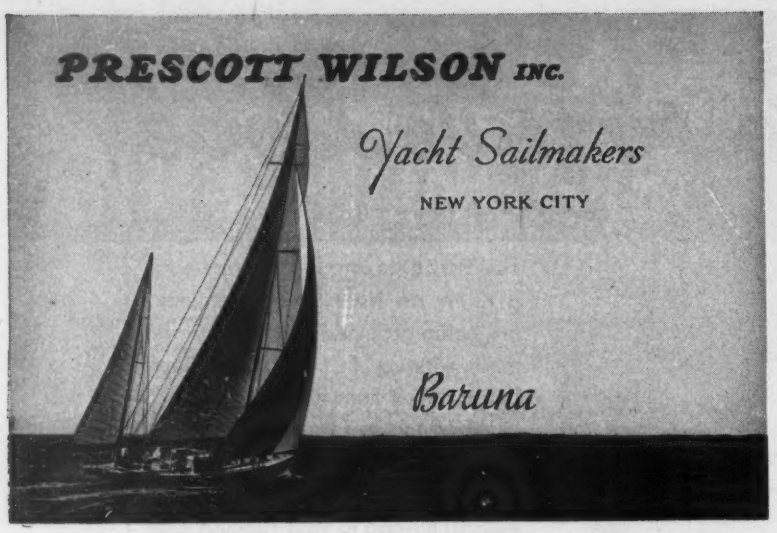

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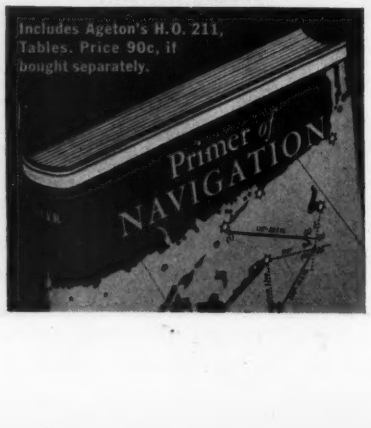

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(Yachting 1–41)

▶ *Cat's-Paws:* . . . Mike Shain's yard, Seattle, is building a 30-foot cruiser for Arthur Schulthis, Bremerton; this yard, also building a 49-foot streamlined express cruiser for Frank Graham, Tacoma, is busy with another 49-foot yacht, and two 50-foot "Commodore" model cruisers. . . . The Vic Franck yard, Seattle, received an order for a 30-foot V-bottom cruiser, from Walter Fleischer, Seattle; at this yard, Harry Watson's new 38-foot cruiser is well along and, early in December, Dr. Peter G. Schranz' new 42-foot Monk-designed ketch was being framed. . . . In November, E. B. Smith, Seabeck, took delivery from the Blanchard yard of a new 30-foot troller type sport fishing cruiser with Gray power; the boat was designed by Monk. . . . This yard also built a Penguin racing dinghy for Marcus Mayer, Jr., Seattle. . . . At the Blanchard yard, Keith Fisken's new Ben Seaborn-designed 36-foot auxiliary sloop was completely planked early in December, and Rudy and Anton Peier's new sail yacht was well along toward completion. . . . Dr. B. E. Blake, Tacoma, is in the yachting field now with *Valaron*, 30-foot Grandy cruiser powered with a 90 hp. Kermath Sea Prince motor. . . .

FROM THE SOUTHWEST CIRCUIT

By Mel Jaquier

▶ Informal week-end sailing continued well into December at most of the clubs, though, by this time all but the hardiest of yachtsmen will have been frozen out.

The Wichita S.C., the northernmost of the clubs, had hauled its boats from Lake Sante Fe in November. M. A. Chester and J. W. Rix, new members, have both ordered Snipes for spring delivery and several new boats are expected in the fleet of five National One Designs.

▶ On January 18, 1941, The Sequoyah Y.C. will have a dinner dance at which the election results for 1941 will be announced and the officers installed.

W. G. Green, Snipe Fleet Captain at the club in 1940, has been appointed Rear Commodore of the International Snipe Racing Association.

▶ From the new 72-mile-long Grand River Lake, north of Tulsa, comes news that Dola Tyler has completed a two-story floating shop. Facilities at Tyler's include marine fuel, dock space and repair service. Mr. Tyler, who was largely responsible for the success of the first regatta on the lake last August, reports that there is now a fleet of 17 power cruisers docked at Disney, at the south end of the lake. Another cabin sailboat, the 36-foot *Siesta*, owned by Douglas Brown, has been added to the sailing fleet. With the arrival of new boats and the opening of supply and repair shops, spring should see a hum of activity at Disney.

▶ The Lake Worth S.C. has elected the following new officers: George Brown, commodore; V. L. Beakey, vice commodore; Paul Beasley, secretary; Vernon Fenley, treasurer; Paul Andrews, fleet captain. They took office on November 1st. In late September, the club was victorious in an annual interclub regatta with The Ft. Worth B.C. The series of three races was sailed on Lake Worth.

At the end of the season, Snipe skippers race for the Haynie Trophy, which is awarded annually. In this series of three races the boats of the Snipe fleet are drawn for; no skipper may sail his own boat or the same boat twice. George Brown, newly elected commodore, won the trophy for the second successive year.

▶ Excitement prevails at the Oklahoma City Y.C., where the talk now is about the new Bluff Creek Lake, construction of which is due to start immediately. The new lake will be located only seven miles from Oklahoma City and will provide two and one-half times as much area for sailing as Lake Overholser, on which the club is now located.

Early in December the clubhouse was the scene of a "Sailor's Party" at which skippers and crews received cups and medals according to their successes in the last racing season. J. Russell Steele was high point skipper for the year in the Snipe Class and Commodore Frank Gunn won top honors in the National One-Design fleet.

A local unit of the U. S. Power Squadrons is being formed at Oklahoma City. Fourteen members began the course but more were added at every meeting until the ranks were swelled to thirty. A. M. McBride, formerly in the U. S. Merchant Marine, is unit leader and Dr. E. G. Green the secretary.

▶ Ft. Worth B.C., election of officers was held in October. In 1941, the Boat Club will be under the leadership of the following officers: Dr. Herbert Thomason, commodore; Ray Wyatt, vice commodore; Roger Owings, rear commodore; George Hill, treasurer; Arthur Brackett, secretary; Charles Renaud, fleet captain.

WHAT HAVE SCIENCE AND ENGINEERING CONTRIBUTED TO THE YACHTSMAN?

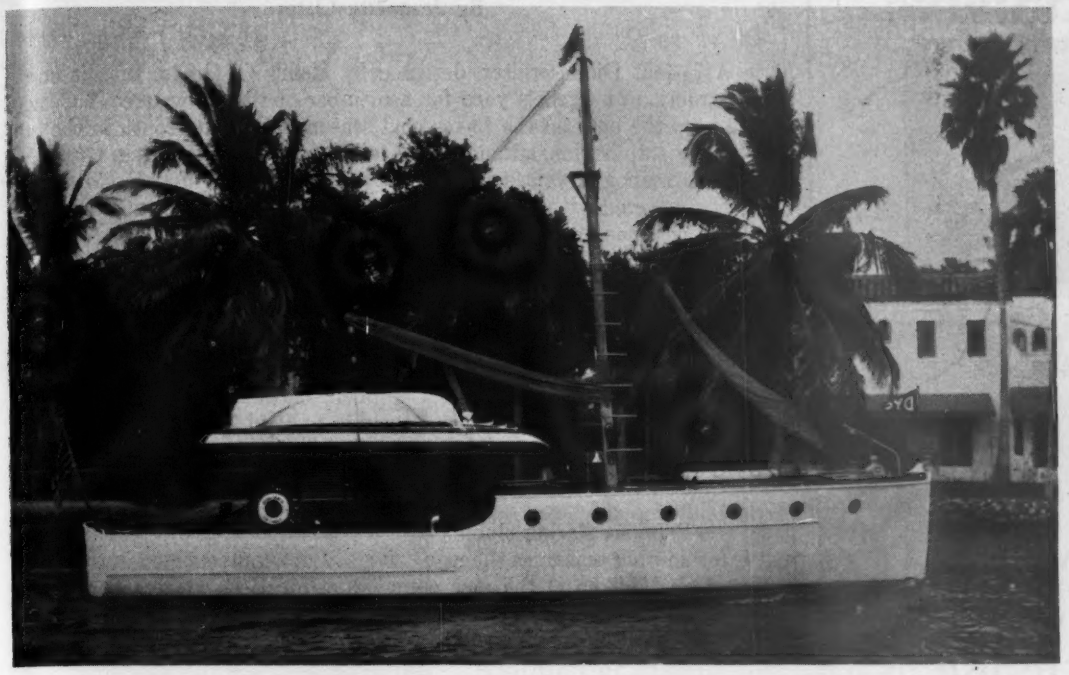

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Fig. 241
Fig. 798
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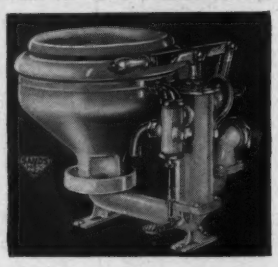

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LAKE MICHIGAN BREEZES

By Jeannette Oates

▶ A 71-foot Diesel cruiser, designed by Henry C. Grebe, Inc., is under construction at Grebe's yard for a member of the Milwaukee Y.C. who will keep the boat on the Lakes next season, taking her south in the fall. The new ship is planked and is due to be completed by spring. Of double planked mahogany construction, she will have three double staterooms and be powered with Gray Diesels. She is to be fitted out with a ship-to-shore telephone and all the latest equipment and appointments.

▶ Frank Combiths & Company announce the sale of six yachts: R. B. Danley's 50-foot *Craigiana* to Joseph B. Stein; Stein's 46-foot cruiser *Tom Tom* to an undisclosed buyer in California; Bob Brown's 28-foot auxiliary cruiser *Apache* to Dr. Law, of Northwestern University; David Bloodgood's *Afventyr* to Frank Campbell, of the Columbia Y.C.; Fred Garner's *Judy* to Fred Post; and *Cynthia* to Paul Tornhein, of Chicago. . . . The 38-foot *Vimbi* has been bought by Milton Blink who will keep her at Burnham Park Harbor.

▶ The Belmont Harbor clubhouse of the Chicago Y.C. will remain where it is for another season as the new drive will not compel changes this year. Victor C. Milliken is the new commodore for 1941. Other officers are: Raymond C. Greist, vice commodore; Philo Danley, rear commodore; Philip S. Hill, treasurer; and Lawrie Hendrickson, secretary.

▶ The Fred Weston frostbite series of twenty races for Jackson Park dinghy sailors, concluded December 1st, went to Fran Byrne with a final score of 90 per cent. Other percentages were: Bert and Dottie Billheimer, 77; Percy Wilson, 75; Brownie Gray, 68; Rudy Oesting, 64; Jack Stanton, 63; and Marge Byrne, 57. . . . And Jackson Park's illustrious Hambone Trophy, ebony and all, competed for on December 8th, went to Brownie Gray with his six-year-old daughter crewing. Marge Byrne and Diane Mulloy were second and Ken Ball and Dottie Billheimer placed third. This trophy was competed for in open water outside the frozen harbor, four intrepid sailors chopping a pathway one block long in the ice for the dinghy sailors.

▶ The Michigan City Y.C. elected for its 1941 officers the following: T. M. Blackwood, commodore; Peter J. Mills, vice commodore; Leonard Johnson, rear commodore; L. T. Noel, treasurer; P. T. Wineman, secretary. Other directors are: Hugo H. Herbert, retiring commodore; Otto Palm, Fairfax Ernst and J. G. Dean. The winners' dinner is scheduled for January 11th.

▶ The Temple Smith frostbite regatta, sailed off the Chicago Y.C. downtown station in a particularly bitter northwest wind, December 1st, gave sailors trouble with frozen sheets and kept spectators indoors. In the afternoon, the sailors had a workout when the wind turned fluky after backing to the west. The series of nine races was carried off by Harry Nye with 110 points. Runner-up position was tied for by Gifford Warner, of the Barrington Y.C., Barrington, R.I., eastern entrant, and the Scott-Matzinger dink with 93 points each. Joan Johnson, of Cleveland, crewed for Warner. Leeds Mitchell took third with 91 points. Eddie Schnabel, Jr., amassed 75, and the other finishers were as follows: Dave Chapman, 66; Jean Halligan, 56; Bill Goltra, 43; Mitchell Todd, 40; Bob Cameron, 37; Dr. Stan Fahlstrom, 33; and Jane Whitney, 14. The Whitney boat would have been in the running except for a disqualification.

▶ The Racine Y.C. held its twenty-fourth annual dinner aboard the club ship on December 14th. . . . Jim Healy, Don Black, "Lefty" Johnson and Braymer Sherman kept the ball rolling. . . . Both the Jackson Park and the Columbia Y.C. were scheduled to hold Christmas parties for the children. . . . The Lawley 110 Company is building two 30-footers at Williams Bay, Wis. Hunt Schlagel designed the interiors. . . . Mal Harbridge and Dean McLaughlin, of Racine, have ordered "110's" for next summer and Fred Stratton and Jim Grace, of the South Shore Y.C., Milwaukee, have ordered one for spring delivery. . . . The Week-Ender *Harmony Too*, owned by Frederic Le B. Foote, of the Chicago Y.C., has been sold to Webster D. Corlett. Robert Haynie handled the sale. . . . Charles H. Morse, Jr., has been progressing to the Gulf by easy stages in his new *Xanadu II*, formerly the *Alcyone*, 57-foot steel Diesel cruiser designed by Frederick Lippold. *Xanadu* lacks not a single piece of 1941 equipment, having just had installed a Hallicrafter ship-to-shore radio. . . . The Eight-Metre *Conewago* has been bought by Alfred Peuquet, of the Chicago Y.C. . . . Major winners in the Jackson Park Y.C. invitation dinghy regatta, sailed November 17th, were: Fran Byrne, Jack Holbrook, Harry Nye, Orville Sonntag, Henry Smieding and Dr. Schneider.

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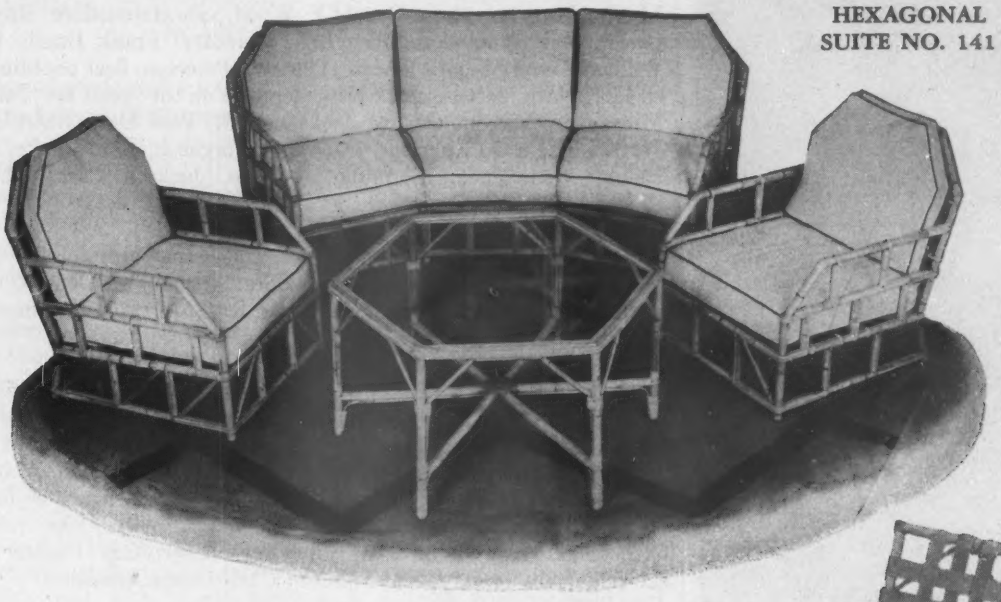

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▶ At the helm of the Great Lakes Cruising Club for 1941 are: Wells A. Lippincott, commodore; Harold F. Wood, vice commodore; Raymond L. Greist, rear commodore; Ken Ball, secretary; Frank Busch, treasurer; William Terrel, judge advocate; Christen Peterson, fleet captain; and Dr. O. E. Nadeau, fleet surgeon. New members on the board are: James Barr, Milwaukee; Vincent Conley, Jackson Park; Paul Date, Sheridan Shore; Warren T. Davis, Ephraim; Donald A. Ferguson, White Lake; Alfred A. Henes, Menominee; Manning Hodgdon, Jackson Park; Thomas G. Richards, Chicago Corinthian, and Arch Gibson, Chicago.

▶ Sheridan Shore Y.C. officers for the new year are: John T. Pirie, II, commodore; Sam Goss, vice commodore; Arthur Van Deusen, rear commodore; Stewart Bradley, secretary; and Paul Morrison, treasurer. A. Burton Ellis and John F. Manierre are incoming directors.

▶ The Milwaukee Y.C. new corps of officers is headed by Louis Quarles, commodore; Fred E. Chandler, vice commodore; Herbert Wuestoff, rear commodore; and Ken Dunlap, secretary and treasurer. Board of directors includes: Edward Purtell, Lester Olsen, Walter Lindemann, James Barr and Eldred Stephensen. . . . The Racine Y.C. will again be headed by Henry S. Smieding, commodore; William C. Richter, vice commodore; Otto Schach, rear commodore; Roy Sorenson, secretary; Chester Krusienski, financial secretary; and Manford Christianson, treasurer.

PENGUIN CLASS SHOWS INCREASED ACTIVITY

▶ From widely scattered points on Chesapeake Bay comes word of midwinter activity in the construction of Penguin dinghies, both by amateurs and by boat yards. Approximately fifteen are under construction by prospective owners in the Washington area alone.

Twelve of the boats are being built by the Roger Townsend Boat Co., Pasadena, Md., for a group of Baltimore yachtsmen headed by Robert W. Wayland, president of the Chesapeake Bay Y.R.A. At Gibson Island, Md., the Lusby Brothers are building six boats for squadron members.

Eastern Shore of Maryland yachtsmen, led by Tom Carpenter, of the Tred Avon Y.C., have ordered Penguins from the Oxford Boat Yards which is building twelve boats. Several members of the Indian Landing B.C., according to reports, also are working out construction details.

▶ The executive committee of the Penguin Class Dinghy Association will call a meeting of the association's directors in New York, during the week of the Motor Boat Show. The group will adopt by-laws and regulations in their final form and discuss plans for the 1941 season.

▶ Numbers issued to prospective Penguin owners now go as high as 340. A new fleet has been formed on Barnegat Bay.

▶ A Tacoma yachtsman wrote Class President Bill Heintz that he was sailing his Penguin near the ill-fated Puget Sound bridge when it began to sway in the wind. He decided it wasn't a good day, even for Penguins, and had started for home when the bridge began to break up.

M. D. L., Jr.

▶ Chicago Boat and Sport Show

Chicago's twelfth annual National Boat and Sport Show is scheduled for its run on Chicago's famous Navy Pier from February 1st to 9th, inclusive.

Starting in 1929 as a modest display of motor boats, the event has grown until, this year, there will be at least 150 exhibitors. Boats ranging from kayaks to large cabin cruisers will be on display, as well as fishing tackle and other sporting equipment. Several states will have exhibits showing attractions for vacationists.

Numerous competitive sports, such as fly and bait casting, archery, rifle and pistol and skeet shooting matches, golf and other sports will be on the program each day.

▶ Wilcox, Crittenden Elects New Officers

At the annual meeting of Wilcox, Crittenden & Co., of Middletown, Conn., William Walter Wilcox, Sr., announced his resignation as president, and Phelps Ingersoll was elected to succeed him. Mr. Ingersoll will continue to serve as general manager.

Mr. Wilcox, who is now in his 79th year, will continue to serve as chairman of the board of directors and will retain an active interest in the affairs of the company.

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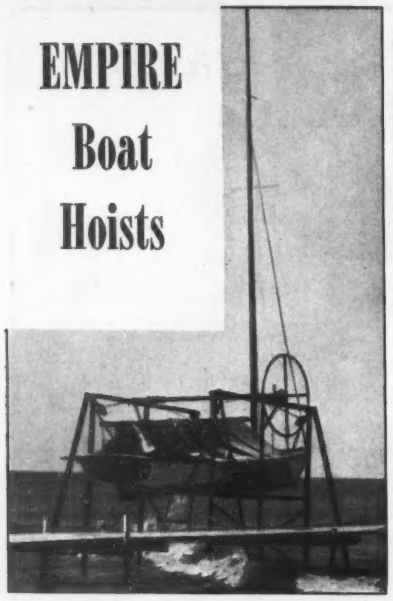

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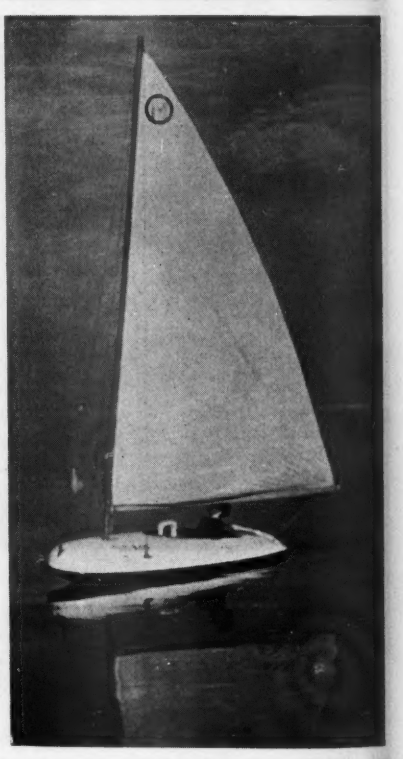

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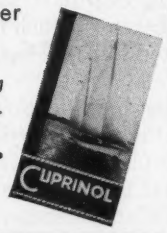

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ON COLLEGE CHARTS

By Leonard M. Fowle

▶ The Service academies may have delayed longer than yachtsmen felt necessary in sponsoring the sport of sailing but, having taken the initial steps, they now threaten to outdistance all rivals. Lieut. Commander H. C. ("Hap") Moore, U.S.C.G., reports a considerable expansion program at the New London school. These plans call for a fleet of two dozen new dinghies, doubling the present fleet of four Stars, possible additions to the existing fleet of eight International 14-footers, and the construction of a dinghy boathouse on the rock in the Thames off the Academy grounds.

▶ Intercollegiate yachting owes a vote of thanks to the energy and vision of officers like "Hap" Moore, of the Coast Guard Academy, and Charles Adair, recently promoted to the rank of Lieutenant Commander, at the Naval Academy. The splendid facilities, now available or in prospect, at New London and Annapolis are largely the result of their labors.

▶ The Executive Committee of the Inter-Collegiate Y.R.A. has adopted a new plan for the conduct of the annual dinghy championships which will go into effect with the sailing of the fifth Henry A. Morss Memorial Trophy competition next spring. While sectional eliminations will not be instituted at present, a final, with 18 colleges in each division, was not adjudged conducive to good racing conditions. The 1941 championships will, therefore, be opened with a qualifying round on the first day to select the finalists (probably twelve) for the second day's title racing.

▶ The minor autumn racing had one interesting aspect at Princeton where Commodore Gardner Cox introduced to intercollegiate competition the international team racing scoring method. The first such regatta, sailed on Columbus Day, in light winds, saw the Tigers win from Navy, 3–0. This was followed by a 4–3 triumph over Dartmouth on November 9th, another light weather race, and a 5–1 victory a week later at Yale's expense in slightly better conditions. In each match, a visitor outshone the Princeton sailors individually, as Bill Lemos, of Navy, Warner Willcox, of Dartmouth, and Harry H. Anderson, Jr., of Yale, successively, were high point scorers. However, the Orange and Black skippers, with Cox, Trev Pardee, Hank Wilmer, and Dick Kix-Miller shining, put it over their rivals.

▶ On the Charles River, the fairer sex had its day on November 22nd when M.I.T. staged the fourth semi-annual women's intercollegiate regatta. The fall sailing of this event is more local than the spring regatta so the Connecticut College for Women did not defend its laurels. But this did not help M.I.T.'s coeds regain the honors, for Radcliffe's skippers, Anna Nordlander and Maria Kidder, carried off the trophies. The latter shared high point honors with Tech's Domina Spencer. The girls showed plenty of ability in handling the M.I.T. dinghies in rugged going. The team scores were: Radcliffe, 30; M.I.T. and Jackson, 25 each; New Hampshire, 16; Katherine Gibbs and Sargent, 13 each.

▶ Commodore Richard Lough, of the University of California Windjammers Club, reports that the Pacific Coast Inter-Collegiate Y.R.A., which was formed last spring with Stanford and San Jose State as its other members, is forging slowly but steadily ahead. Lough is about ready to recommend the Rhodes Penguin as a suitable dinghy type.

▶ The burgee of the U. S. Coast Guard Academy B.C., a royal blue and white swallowtail with an entwined "C. G." in blue on the white triangle, has been officially approved by the Treasury Dept., so each of the 18 member clubs of the I.C.Y.R.A. now has its individual flag. . . . Dick Philbrick sends word that the University of Chicago Y.C. has grown to 60 members, now owns two dinghies, and will conduct a shore school this winter as preparation for a more active program in the spring. . . . Schools and colleges have had their yacht clubs for some years but the first intermediate institution to enter the field is the Nichols Junior College Y.C., formed through the efforts of two faculty members, C. W. Emery and Robert Guest, who sailed for Tufts and Amherst, respectively. . . . M.I.T. closed its fall racing season on November 24th with a victory in a triangular meet, scoring 193 points to Coast Guard's 146 and Tufts' 119. The season, which began with the engineers' triumph in a Greater Boston regatta by 63 points to Harvard's 46, B. U.'s 43, Northeastern's 38, Boston College's 22, and Tufts' 19, was not a complete loss to the Engineers who also won the Quadrangular. . . . Louis B. Walton has replaced John Pilling as secretary of the University of Pennsylvania Y.C. . . . The executive committee of the I.C.Y.R.A. has voted the award of gold charms, given winners of the Morss and McMillan Trophies, to Jack Wood of M.I.T., Graduate Secretary Leonard M. Fowle, and former presidents Stuart Allbright, James P. Lewis and James A. Rousmaniere, in appreciation of services to the Association.

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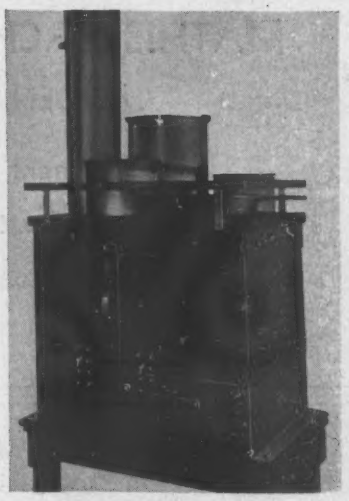

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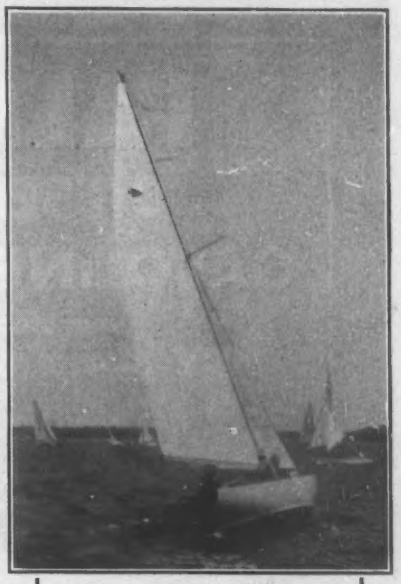

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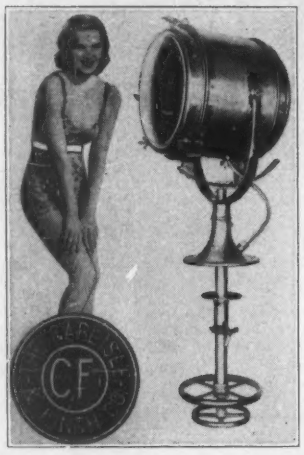

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COMET COMMENTS

By Malcolm D. Lamborne, Jr.

▶ D. Verner Smythe, executive vice president, and Herbert L. Stone, executive committee member of the Comet Class Y.R.A., were honor guests of ten Comet fleets in the Central New York region at a dinner held in Auburn late in November. Regional Vice President Charles B. Cooper was toastmaster. The more than 50 Comet sailors present made plans for the Central New York Y.R.A. regatta for 1941 and the open Comet regatta to be held shortly before or after the former event. There also was discussion of means to create more interclub competition.

▶ Out of 92 Comets eligible for competition in Chesapeake Bay sanctioned regattas during the past year, the *Robert E. Lee*, owned by Clarke Daniel, of Washington, has been adjudged the high point Comet of the Bay. Daniel totaled 1,773 points while his nearest competitor, Barclay Trippe, of Easton, Md., scored 1,664 points. Daniel was awarded a high point trophy for performance at the annual meeting of the Chesapeake Bay Y.R.A. last month, in Washington.

Fourteen points behind Trippe was Ernest Covert, Washington and West River sailor. Jack Cowperthwaite, from the Rock Hall Y.C. on the Eastern Shore of Maryland, was fourth with 1,547 points.

▶ Quietly and with a minimum of fanfare, Comet activity has been increasing on the Connecticut lakes, a recent study of the state shows. Here is the way they shape up: Highland Lake, Winsted, 9 boats; Columbia Lake, near Willimantic, 11 boats; Crystal Lake, near Stafford Springs, 5 boats; Amston Lake, near Colchester, 2; and Haywood Lake, 2.

▶ Capt. Waldo E. Clarke, Jr., sailing instructor at the Admiral Billard Academy, New London, Conn., has taken so much interest in the Comet that three Academy boats are expected to be racing this year.

▶ A new form of "coöperatives" has been developed by sailors of the Thames Y.C. Led by Stanley Secora, they have hired a barn, found several good carpenters in the club and are planning to turn out Comets on a coöperative basis. Secora predicts that there will be five new Comets by spring, which, with the three at the Billard Academy, should make a sizeable fleet racing on the Thames.

▶ A meeting of the C.C.Y.R.A. executive committee last month in Merion, Pa., brought forth some interesting proposals for changes in the constitution and by-laws. Outstanding among them is a clarification of rules as to rudder limitations, as well as the ruling out of "ventilated centerboards."

Other proposed changes are: Creation of offices of commodore, vice commodore and rear commodore as honorary positions; permitting fleets of 25 boats or more to split into two for the purpose of holding eliminations and sending two representatives to the nationals from each division; and permitting the defending champion of the national title to compete the following year whether he has qualified or not.

The committee also approved the establishment of a district championship for the Central and Northern New York regions.

These and other proposals will come up for consideration at the annual meeting to be held this month at the Belmont Plaza Hotel, New York City, January 17th. Officers for the year also are to be elected.

▶ Comet sailors in this country will learn with regret of the death of two of Puerto Rico's most active workers in the class. They were Carlos L. Fajardo and Uvaldino Ramirez, of the Guanajibo Y.C., members of the Mayaguez Comet fleet. The two were killed in a plane crash over the island in November. Felix Juan Wirshing, an outstanding sailor from Ponce, was seriously injured while landing at La Mercedita Field, in Ponce.

The death of these yachtsmen, along with mobilization that has depleted the ranks of Comet sailors on the Island, has caused cancellation of the 1941 midwinter regatta at San Juan. The regatta was to be held at San Juan and Ponce next month, and would have marked the third annual sailing of this popular event.

▶ Officers of the Huntington Y.C. Comet fleet, Huntington, L. I., were elected at a dinner held at the yacht club. Raymond Bull is the new fleet captain and Edgar Roesch is fleet secretary. Prizes to winners of the summer series went to Thomas Buermann's *Star Wagon*, first; Julius VanHoven's *Southerly*, second, and Woodrow VanHoven's *Flying Dutchman*, third.

▶ The 1938 and 1940 national Comet champions, Ed Merrill and Phil Somervell, have sold their boats and are busy building new ones for the coming season. Merrill, from Riverton Y.C., sold his to John Rogers fellow club member, and Somervell sold his to Jim Merrill, son of Ed.

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U. S. POWER SQUADRONS ON THE OHIO

▶ The year 1938 was a pleasant one for Cincinnati yachtsmen for it saw the rebuilding of facilities damaged by the unprecedented flood of 1937 and, on September 26th, saw the founding of the Cincinnati Chapter, U. S. Power Squadrons, Inc., the first charter to be granted to an inland river group.

In the two seasons that have followed the organizing of the Chapter, membership has tripled under the guiding eye of Commander Harvey Gindele, now serving his third successive term in that capacity. Included in the active list are Dr. T. J. LeBlanc, member of the national governing board, and W. Alex Campbell, serving on the national bureau of information. During this period of expansion, nine men have reached the JN rating and, without exception, all are now striving for top rank of N (Navigator).

▶ Local conditions show a boating picture different from that which coastwise and lake sailors know, due to the character of the lock system on the Ohio. At intervals of ten to twenty miles are dams, each maintaining a mean low pool stage of nine feet in its "pool." Lock chambers are capable of accommodating commercial boats and tows up to 600 feet in length. The dams are constructed so that the standing part, or "wickets," lies flat on the river bed during a high stage of water. Tows of twenty-two barges, plus towboat, are accommodated at a time.

Local boating is rendered more picturesque by the presence of these craft and the fine scenery — rolling hills along the entire length of the waterway — contribute to its pleasures. Facilities in Cincinnati are quite good and the city has played host to many visiting craft of all sizes.

▶ Considering the constant increase in interest in local pleasure boating, members of the Power Squadron are confident that the coming winter will find many additions to the ranks for class instruction and a substantial gain in qualified active members.

The fall cruise this year came as a finale to an excellent season for all members of the Squadron. It was a 65-mile journey from the Queen City Yacht Club, east of Cincinnati, to the Manchester Islands, several miles above Maysville, Kentucky, a trip of surpassing beauty. Leading the way was Commander Harvey Gindele's *Natalie*, 38-foot closed bridge Elco cruiser, followed by Bill Deichmann aboard his 38-footer *Hedy II*.

R. L. FLERLAGE

▶ Chemical Products Corporation Paints

The Chemical Products Corporation, of Phillipsdale, R. I., is adding a new blue, non-fading, yacht paint, called Colonial Blue, to its line. Also new in 1941 is a color book to take the place of the conventional color card. Each page is secured in one corner by a clevice pin, which permits the pages to swivel and makes it possible to put the full page color chips together in various combinations to work out a color scheme.

Yacht whites, spar varnish, flexible deck paints, non-fading, tinted topside colors and green anti-fouling bottom paint also are included in the corporation's line of Rumford Marine Finishes.

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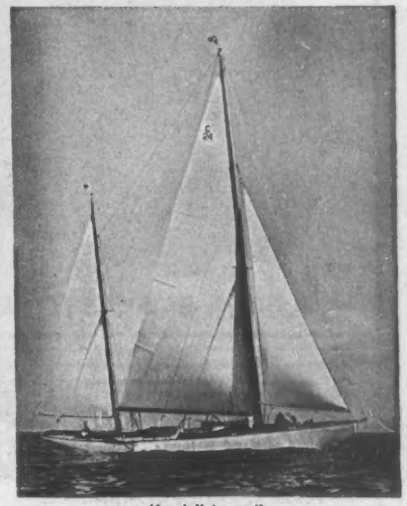

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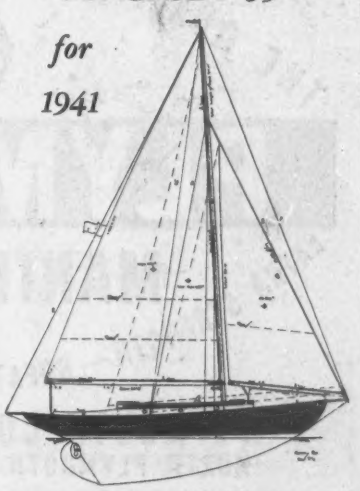

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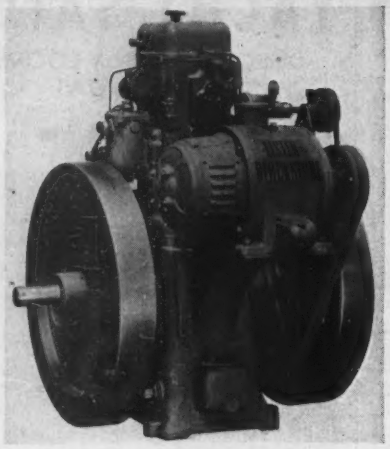

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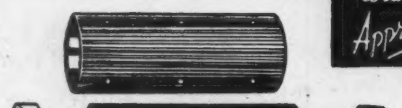

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LIGHTNING FLASHES

By E. Gordon Cronk

▶ Another Lightning fleet is in the making at Chautauqua Lake, N. Y. Members of the Chautauqua Lake Y.C. and Novice Y.C. met recently in Jamestown to discuss fleet organization plans. They now have two of the three boats required for a fleet charter, and several additional ones are assured before spring.

▶ The Fair Haven Bay fleet, which sails at Little Sodus Bay, Lake Ontario, N. Y., has elected Robert A. Downey, Jr., fleet captain. Dr. J. M. Riley, who piloted his *Poppy* to a close win over Downey's *Little Sodus II* in the 1940 series, has been named secretary. He predicts that two more Lightnings will be added to the fleet for the 1941 season.

▶ The Lake Delta Y.C., which was host to the Central N. Y. District Championships last July, boasts one of the most active of the smaller Lightning fleets in the East. Delos Humphrey's *Ajax* finished ahead of Eskil Ringdahl's *Viking* in the past season's series and Skipper Humphrey earned the title of fleet champion as well as fleet captain. In addition to the district championships, the Lake Delta season included races with the Crescent Y. C. and competition in a mixed class event with Onondaga Y. C. and Syracuse Y. C.

▶ F. H. Brennan's *Halcyon* was declared champion of the Black Rock Y.C. Lightning fleet at the close of a short season. Although not organized until late summer, the performance of the boats created a very favorable impression on the Bridgeport, Conn., sailors.

▶ Reports of Lightning activity and class expansion are not confined exclusively to the Eastern seaboard. From Chicago, where the Montrose Harbor Corinthian Y.C. fleet has attracted much attention, comes news of at least two more fleets that will be in existence next summer. Frank E. Rosulek, one of the pioneer Lightning organizers in Chicago, has taken over the duties of secretary in a temporary Northern Illinois District set-up. In addition to the interclub regattas which are being planned, there is hope for a district championship regatta, similar to the Central N. Y. District regatta held at Rome this summer.

▶ The Corinthian Y.C. fleet, which had a membership of 16 boats during the past season, plans for 25 or more as the new season opens. Championship of this fleet went to *Folly*, sailed by Fleet Captain Warren Hatch. Incidentally, Hatch's record for 1940 was impressive. Out of 14 of the club's 16 races in which he competed, *Folly* took 10 firsts, 1 second and 3 thirds. In addition, Hatch repeated his 1939 victory in the Chicago Daily News regatta, taking first place by a wide margin. Second and third places in the final fleet standings were taken by Clyde North's *Happy N* and Dick Humphries' *Hump-It*, respectively. *Yocky*, skippered by Adelaide Hess, captured the Warren Hatch Trophy in the Labor Day Ladies' Race.

▶ Gerli Building 76-Footer Designed by Wells

John H. Wells, Inc., announces the design of a new 76′ express cruiser for David Gerli. Closely following naval requirements for vessels of her size and type, this new yacht will be readily and quickly adaptable to government service in time of emergency.

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▶ Stearns-McKay Features Marblehead Green

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▶ Sterling Engine Company Elects

Addison F. Vars was elected president of the Sterling Engine Company and Edward H. Townsend executive vice president and treasurer on December 16th, 1940.

Mr. Vars has been executive vice president of the firm since August, 1939, but his interest in the company and his familiarity with Sterling engines dates back to his boyhood. He succeeds Spencer H. Logan, president since 1939, who will now serve as chairman of the board. Mr. Townsend has also been with the company since 1939.